

*Final*

# **ENVIRONMENTAL ASSESSMENT**

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PROPOSED CONSTRUCTION OF A NEW ENTRY  
CONTROL FACILITY AND VISITORS CENTER  
ADJACENT TO THE BELL STREET GATE



Maxwell Air Force Base  
Montgomery, Alabama  
June 2005

Report Documentation Page				Form Approved OMB No. 0704-0188	
Public reporting burden for the collection of information is estimated to average 1 hour per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to Washington Headquarters Services, Directorate for Information Operations and Reports, 1215 Jefferson Davis Highway, Suite 1204, Arlington VA 22202-4302. Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to a penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number.					
1. REPORT DATE <b>JUN 2005</b>		2. REPORT TYPE		3. DATES COVERED <b>00-00-2005 to 00-00-2005</b>	
4. TITLE AND SUBTITLE <b>Final Environmental Assessment: Proposed Construction of a New Entry Control Facility and Visitors Center Adjacent to the Bell Street Gate</b>				5a. CONTRACT NUMBER	
				5b. GRANT NUMBER	
				5c. PROGRAM ELEMENT NUMBER	
6. AUTHOR(S)				5d. PROJECT NUMBER	
				5e. TASK NUMBER	
				5f. WORK UNIT NUMBER	
7. PERFORMING ORGANIZATION NAME(S) AND ADDRESS(ES) <b>Lanier Environmental Consultants, Inc. (LEC),400 Cannon Street, Building 1060,Maxwell AFB,AL,36112</b>				8. PERFORMING ORGANIZATION REPORT NUMBER	
9. SPONSORING/MONITORING AGENCY NAME(S) AND ADDRESS(ES)				10. SPONSOR/MONITOR'S ACRONYM(S)	
				11. SPONSOR/MONITOR'S REPORT NUMBER(S)	
12. DISTRIBUTION/AVAILABILITY STATEMENT <b>Approved for public release; distribution unlimited</b>					
13. SUPPLEMENTARY NOTES					
14. ABSTRACT <b>The purpose of the Proposed Action is to construct a new Entry Control Facility adjacent to the Bell Street Gate. Buildings 514, 515, 519 will be demolished to make available space for visitor parking, asphalt driveway access, new sidewalks, and new guardhouse facilities. In addition, Building 518 will be renovated to provide a new visitor facility and Building 84 (present guardhouse) will be relocated and used as an overwatch building. Within the same area, adjacent to the proposed facilities, are Buildings 77, 79 (proposed for demolition) and the lot where Building 78 previously stood, prior to being demolished. Due to the close proximity of these facilities to the Proposed Action, and to the potential use of this area for future support facilities, this area will also be assessed for environmental impacts. The existing Bell Street Gate configuration was built in 1942. Since that time, minimal security updates have occurred to this area. The current gate configuration is inadequate to meet current Air Force Anti-Terrorism/Force Protection (ATFP) requirements. The No-Action Alternative would be continued use of the existing facilities, which do not meet current ATFP requirements. Resources considered were air quality, noise, land use geological resources, water resources, biological resources, transportation and circulation cultural resources, socioeconomics, environmental justice and protection of children hazardous materials and wastes, and utilities. No significant impacts would result from the Proposed Action.</b>					
15. SUBJECT TERMS					
16. SECURITY CLASSIFICATION OF:			17. LIMITATION OF ABSTRACT <b>Same as Report (SAR)</b>	18. NUMBER OF PAGES <b>153</b>	19a. NAME OF RESPONSIBLE PERSON
a. REPORT <b>unclassified</b>	b. ABSTRACT <b>unclassified</b>	c. THIS PAGE <b>unclassified</b>			



## Acronyms and Abbreviations

42 ABW	42 <sup>nd</sup> Air Base Wing	NAAQS	National Ambient Air Quality Standards
AAFES	Army and Air Force Exchange Service	NEPA	National Environmental Policy Act
ADEM	Alabama Department of Environmental Management	NFA	No Further Action
ADCNR	Alabama Department of Conservation and Natural Resources	NFRAP	No Further Remedial Action Planned
ADT	average daily traffic	NO <sub>2</sub>	nitrogen dioxide
AETC	Air Education Training Command	NO <sub>x</sub>	nitrogen oxides
AFB	Air Force Base	NPDES	National Pollution Discharge Elimination System
AFI	Air Force Instruction	NRHP	National Register of Historic Places
AFPD	Air Force Policy Directive	O <sub>3</sub>	ozone
ALAGASCO	Alabama Gas Corporation	O&M	operations and maintenance
ATFP	Anti-Terrorism/Force Protection	OTS	Officer Training School
AQCR	Air Quality Control Region	OU	operable unit
AVGAS	Aviation Grade Gasoline	PCE	Perchloroethylene
bgs	below ground surface	PM <sub>10</sub>	particulate matter less than 10 microns in diameter
BOT	Basic Officer Training	POL	petroleum, oils, and lubricants
BMP	Best Management Practices	ppm	parts per million
CAA	Clean Air Act	PSD	Prevention of Significant Deterioration
CEQ	Council on Environmental Quality	RA	Remedial Action
CFR	Code of Federal Regulations	RCRA	Resource Conservation and Recovery Act
CO	carbon monoxide	ROI	region of influence
COT	Commissioned Officer Training	SEL	sound exposure level
CRMP	Cultural Resource Management Plan	SF	square foot
CWA	Clean Water Act	SIP	State Implementation Plan
dB	decibel	SO <sub>2</sub>	sulfur dioxide
dba	A-weighted decibel	USACE	U.S. Army Corps of Engineers
DoD	Department of Defense	USAF	U.S. Air Force
DRMO	Defense Reutilization Marketing Office	USBC	U.S. Bureau of the Census
EA	environmental assessment	USEPA	U.S. Environmental Protection Agency
ECF	Entry Control Facility	USFWS	U.S. Fish and Wildlife Service
EIAP	Environmental Impact Analysis Process	UST	Underground Storage Tank
EIS	environmental impact statement	VOC	volatile organic compound
EO	Executive Order		
°F	degrees Fahrenheit		
FICON	Federal Interagency Committee on Noise		
FONSI	Finding of No Significant Impact		
FY	fiscal year		
IICEP	Interagency and Intergovernmental Coordination for Environmental Planning		
INRMP	Integrated Natural Resource Management Plan		
IRP	Installation Restoration Program		
L <sub>dn</sub>	day-night average sound level		
MAFB	Maxwell Air Force Base		
MAP	Management Action Plan		
MGD	million gallons per day		
MILCON	military construction		
MSA	Metropolitan Statistical Area		
MSD/CEV	Maxwell Support Division Civil Engineering Environmental Section		
N/A	Not Applicable		



# **FINDING OF NO SIGNIFICANT IMPACT**

## **CONSTRUCTION OF A NEW ENTRY CONTROL FACILITY AND VISITORS CENTER ADJACENT TO THE BELL STREET GATE**

### **AT MAXWELL AIR FORCE BASE, ALABAMA**

**Agency:** United States Air Force

**Purpose:** The 42nd Air Base Wing at Maxwell Air Force Base (MAFB), Alabama has initiated planning efforts to construct a new Entry Control Facility (ECF) to correct various inadequacies with the existing Bell Street Gate configuration. The current configuration was constructed in 1942 and only minimal security updates have occurred since. Due to the recent terrorist attacks within the United States, the current gate configuration has been deemed inadequate to meet current Air Force Anti-Terrorism/Force Protection (ATFP) requirements.

**Proposed Action:** The Proposed Action is to construct a new Entry Control Facility adjacent to the Bell Street Gate. Buildings 514, 515, 519 will be demolished to make available space for visitor parking, asphalt driveway access, new sidewalks, and new guardhouse facilities. In addition, Building 518 will be renovated to provide a new visitor facility and Building 84 (present guardhouse) will be relocated and used as an overwatch building. Within the same area, adjacent to the proposed facilities, are Buildings 77, 79 (proposed for demolition) and the lot where Building 78 previously stood, prior to being demolished. Due to the close proximity of these facilities to the Proposed Action, and to the potential use of this area for future support facilities, this area was also assessed for environmental impacts. The current gate configuration is inadequate to meet current Air Force Anti-Terrorism/Force Protection (ATFP) requirements. The Proposed Action would correct these deficiencies as well as other Force Protection deficiencies that include pavement layouts, lighting, visitor parking and additional barriers.

**Summary of Findings:** The Environmental Assessment (EA) attached provides an analysis of the potential environmental impacts resulting from implementing the proposed action. Evaluation of the Proposed Action indicates that proceeding with construction of the new ECF and visitors center would not significantly impact the natural and human environment. Specific resource areas are summarized below.

Air Quality: Implementation of the Proposed Action would result in minor and temporary increases in criteria pollutant emissions associated with proposed construction activities. However, no long-term increase in criteria pollutant emissions would occur. Fugitive dust emissions (particulate matter less than 10 microns in diameter [PM<sub>10</sub>]) would be reduced by employing dust minimization practices. Implementation of the Proposed Action would not lead to an exceedance of *de minimis* thresholds and estimated criteria pollutant emissions would not violate the National Ambient Air Quality Standards (NAAQS). Determination of conformity to the Alabama State Implementation Plan would not be required. Therefore, no significant impacts to air quality would occur as a result of implementation of the Proposed Action.

Noise: Under the Proposed Action, minor, temporary impacts to the noise environment in the vicinity of the proposed construction site would occur. The use of heavy equipment for site preparation and development (e.g., grading and back fill) could potentially generate noise levels above average ambient noise levels. However, noise levels would be typical of standard construction activities; would cease with the completion of proposed construction activities; and would only occur during normal working hours (i.e., between 7:00 A.M. and 5:00 P.M., Monday through Friday). The operation and use of the proposed facility would not generate significant noise levels and the noise environment at the installation would continue to be dominated by aircraft and vehicular traffic. Therefore, no significant impacts to the noise environment as a result of implementation of the Proposed Action would occur.

Land Use: Implementation of the Proposed Action would result in beneficial impacts to land use at MAFB. Use of the site selected for the Proposed Action is in accordance with the adopted Comprehensive Plan for MAFB and all project components will be designed and sited to be compatible with existing base land use. The Proposed Action would be located along the existing corridor of the Bell Street gate, thereby maintaining the functional relationship among land use at the base.

Geological Resources: Construction activities associated with the Proposed Action would not significantly affect the geologic units underlying the installation, as no unique geologic features or geologic hazards are present. Although ground disturbance would occur at the installation during construction, the construction would occur over previously disturbed surfaces. In addition, while proposed construction activities would require some minimal grading, no significant topographic features would be affected as a result of development associated with the Proposed Action. Soils would be disturbed during grading activities associated with proposed construction. However, implementation of Best Management Practices (BMPs) during construction would reduce impacts to soils associated with grading and clearing activities. In addition, standard

erosion control measures (e.g., silt fencing, sediment traps, application of water sprays, and revegetation of disturbed soils) would be implemented to reduce potential impacts. Therefore, no significant impacts to geological resources would occur as a result of implementation of the Proposed Action.

Water Resources: Construction would have minor localized (i.e., site-specific) effects on surface water hydrology; however, BMPs would be incorporated during construction to minimize potential erosion, runoff, and sedimentation. The Proposed Action would potentially disturb greater than one acre of land at MAFB. Therefore, the contractor would contact the Alabama Department of Environmental Management (ADEM) Water Division and file a Notice of Registration for National Pollution Discharge Elimination System (NPDES) General Permit coverage. In addition, a Construction Best Management Practices Plan would be developed and implemented on-site for the duration of the construction period. Proposed construction activities would not occur within a 100-year floodplain zone. No appreciable net increase in stormwater discharge volumes and intensities are anticipated following completion of the Proposed Site disturbance and construction associated with the Proposed Action are not anticipated to affect groundwater resources. Construction operations would not reach depths that could affect groundwater resources. One structure (Building 77) contains an oil-water separator that will need to be removed prior to building demolition. Therefore, no significant impacts to water resources would occur as a result of implementation of the Proposed Action.

Biological Resources: Construction associated with the Proposed Action would require minor vegetation removal (i.e. grass) in landscaped and previously disturbed areas. However, the proposed construction would not have significant impacts on vegetation. No Federally-listed endangered, threatened, or proposed species, or their designated critical habitat under the jurisdiction of the U.S. Fish and Wildlife Service, occur at or in the vicinity of the Proposed Action. Furthermore, the Alabama Department of Conservation and Natural Resources (ADCNR) concludes that the closest sensitive species to the Proposed Action is recorded as occurring approximately 8.3 miles from the site of the Proposed Action. There are no delineated wetlands at or in the vicinity of the proposed project location. Therefore, there would be no significant impacts to biological resources as a result of implementation of the Proposed Action.

Transportation and Circulation: Implementation of the Proposed Action would result in a minor temporary increase in average daily traffic volumes on base and within the vicinity of the installation during construction activities. However, construction-related traffic would constitute a small percentage of traffic in the region and most vehicles would remain on site for the duration of construction activities. From an operational standpoint,

the Proposed Action would result in beneficial impacts to vehicle circulation and provide a more direct route for visitors and personnel entering and leaving the base. However, the increase in traffic levels would not significantly affect safety and/or the capacity of roads at the installation and within the region. There would be no impacts to existing installation parking, as additional parking would be constructed on-site. Therefore, there would be no impacts to transportation and circulation as a result of the implementation of the Proposed Action.

Cultural Resources: The proposed construction would take place in an area previously disturbed by urban development. All regulations and policies relevant to the protection of cultural resources would be adhered to by the contractor during the construction process. However, no archaeological sites or architectural resources are known to exist at, or in the vicinity of, the Proposed Action. Therefore, no significant impacts to cultural resources would occur as a result of implementation of the Proposed Action.

Socioeconomics: There are no socioeconomic impacts associated with the Proposed Action.

Environmental Justice and Protection of Children: There are no significant impacts to children from health risks or safety risks that would occur as a result of implementing the Proposed Action.

Hazardous Materials and Wastes: The Proposed Action is not expected to have an impact on the management of hazardous materials at MAFB.

There is only one IRP site within the proximity of the Proposed Action. The site is in the final stages of closeout as an IRP site and should be achieved by the end of fiscal year (FY) 2005. The risks identified for SD-001 is associated with non-point source discharge contributions from adjacent non-DoD sources and from ongoing base grounds keeping and stormwater management activities. The site is not associated with historical CERCLA spills or releases. SD-001 borders Washington Ferry Road along the north side for approximately 175 feet. It is anticipated that with additional rounds of sediment and surface water sampling for non-point source discharges, the site will be removed from the IRP list.

In addition, one underground storage tank (UST) is located within the proposed area. A UST is located on the lot where Building 78 previously existed, prior to demolition. The UST was filled on site in March of 1995. A No Further Action (NFA) was issued by the Alabama Department of Environmental Management (ADEM) on May 2, 1995.

Therefore, no significant impacts to hazardous materials and wastes would occur as a result of the implementation of the Proposed Action.

Two buildings proposed for demolition (Building 519 and Building 77) contain lead-based paint. All lead-based paint removal and disposal will be conducted according to procedures found in the *Lead-Based Paint Management Plan* dated 2004. In addition, Building 79 also contains asbestos. Asbestos removal procedures are detailed in Section 7.1.5 of the Maxwell/Gunter Air Force Base Asbestos Operating Plan dated 2004. Any asbestos containing materials noted in the survey are to be removed in accordance with this plan and deposited in a landfill authorized to accept this type of waste prior to any demolition.

Utilities: No daily limits are placed on MAFB regarding the consumption of electricity, natural gas, and potable water. In addition, regional facilities that would handle wastewater and solid waste from the Proposed Action have adequate capacity to accommodate anticipated minimal increases. Therefore, no significant impacts to utilities would occur as a result of implementation of the Proposed Action.

**Finding of No Significant Impact (FONSI):** After review of the EA prepared in accordance with the requirements of the National Environmental Policy Act (NEPA), Council on Environmental Policy Act, Council on Environmental Quality (CEQ) regulations, and 32 Code of Federal Regulations Part 989, as amended (U.S. Air Force Environmental Impact Analysis Process), I have determined that the proposed action would not have significant adverse impacts on the natural and human environment; therefore, an Environmental Impact Statement does not need to be prepared.



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CHRISTOPHER W. BOWMAN  
Colonel, USAF  
Vice Commander, 42d Air Base Wing

23 JUN 05

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Date





**COVER SHEET**

**ENVIRONMENTAL ASSESSMENT FOR**

**CONSTRUCTION OF A NEW ENTRY CONTROL FACILITY AND VISITORS**

**CENTER ADJACENT TO THE BELL STREET GATE**

**Responsible Agency:** Department of the Air Force

**Contact for Further Information:** Janet Lanier

Environmental Manager

MSD/CEV

Maxwell AFB, AL 36112

Ph. (334) 953-5757

**Proposed Action:** The Air Force proposes to construct a new Entry Control Facility and visitors center adjacent to the Bell Street gate at Maxwell AFB, Montgomery County, Alabama.

**Designation:** Final Environmental Assessment

**Abstract:** The purpose of the Proposed Action is to construct a new Entry Control Facility adjacent to the Bell Street Gate. Buildings 514, 515, 519 will be demolished to make available space for visitor parking, asphalt driveway access, new sidewalks, and new guardhouse facilities. In addition, Building 518 will be renovated to provide a new visitor facility and Building 84 (present guardhouse) will be relocated and used as an overwatch building. Within the same area, adjacent to the proposed facilities, are Buildings 77, 79 (proposed for demolition) and the lot where Building 78 previously stood, prior to being demolished. Due to the close proximity of these facilities to the Proposed Action, and to the potential use of this area for future support facilities, this area will also be assessed for environmental impacts.

The existing Bell Street Gate configuration was built in 1942. Since that time, minimal security updates have occurred to this area. The current gate configuration is inadequate to meet current Air Force Anti-Terrorism/Force Protection (ATFP) requirements. The

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No-Action Alternative would be continued use of the existing facilities, which do not meet current ATFP requirements. Resources considered were air quality, noise, land use, geological resources, water resources, biological resources, transportation and circulation, cultural resources, socioeconomics, environmental justice and protection of children, hazardous materials and wastes, and utilities. No significant impacts would result from the Proposed Action.

## **EXECUTIVE SUMMARY**

The 42nd Air Base Wing at Maxwell Air Force Base (MAFB), Alabama has initiated planning efforts to construct a new Entry Control Facility (ECF) to correct various inadequacies with the existing Bell Street Gate configuration. The current configuration was constructed in 1942 and only minimal security updates have occurred since. Due to the recent terrorist attacks within the United States, the current gate configuration has been deemed inadequate to meet current Air Force Anti-Terrorism/Force Protection (ATFP) requirements.

The Proposed Action is to construct a new Entry Control Facility and Visitors Center on MAFB, Alabama, which would include new visitors parking, new asphalt driveway access, new sidewalks, and new guard and gatehouses. These facilities would provide adequate and secure facilities that meet ATFP requirements. The proposed area is along Washington Ferry Road, including adjacent properties, and would require the demolition of three existing buildings. These structures include Buildings 514, 515, 519. In addition, Building 518 will be renovated to provide a new visitor facility and Building 84 (present guardhouse) will be relocated and used as an overwatch building. Within the same area, adjacent to the proposed facilities, are Buildings 77, 79 (proposed for demolition) and the lot where Building 78 previously stood, prior to being demolished. Due to the close proximity of these facilities to the Proposed Action, and to the potential use of this area for future support facilities, this area will also be assessed for environmental impacts.

Implementation of the Proposed Action will provide perimeter protection and security of Air Force personnel and assets, prevent unauthorized access, maximize traffic flow, and impart an immediate impression of professionalism and commitment to facilities excellence at MAFB.

This environmental assessment (EA) evaluates the significance of any potential environmental and human resource impacts associated with the implementation of the Proposed Action and No-Action Alternative at MAFB, Alabama. This EA describes existing conditions and potential impacts on environmental resources at the installation and within the region.

This EA evaluated 12 resource areas to identify potential environmental consequences: air quality, noise, land use, geological resources, water resources, biological resources, transportation and circulation, cultural resources, socioeconomics, environmental justice and protection of children, hazardous materials and wastes, and utilities. Impacts resulting from proposed construction activities would be temporary and minor; no long-term impacts would result from implementation of the Proposed Action at the

installation. Direct, indirect, and cumulative impacts associated with the Proposed Action and No-Action Alternative at the installation would not be significant for all resource areas. Specific resource areas are summarized below.

Air Quality: Implementation of the Proposed Action would result in minor and temporary increases in criteria pollutant emissions associated with proposed construction activities. However, no long-term increase in criteria pollutant emissions would occur. Fugitive dust emissions (particulate matter less than 10 microns in diameter [PM<sub>10</sub>]) would be reduced by employing dust minimization practices. Implementation of the Proposed Action would not lead to an exceedance of *de minimis* thresholds and estimated criteria pollutant emissions would not violate the National Ambient Air Quality Standards (NAAQS). Determination of conformity to the Alabama State Implementation Plan would not be required. Therefore, no significant impacts to air quality would occur as a result of implementation of the Proposed Action.

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impacts to soils associated with grading and clearing activities. In addition, standard erosion control measures (e.g., silt fencing, sediment traps, application of water sprays, and revegetation of disturbed soils) would be implemented to reduce potential impacts. Therefore, no significant impacts to geological resources would occur as a result of implementation of the Proposed Action.

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the increase in traffic levels would not significantly affect safety and/or the capacity of roads at the installation and within the region. There would be no impacts to existing installation parking, as additional parking would be constructed on-site. Therefore, there would be no impacts to transportation and circulation as a result of the implementation of the Proposed Action.

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There is only one IRP site within the proximity of the Proposed Action. The site is in the final stages of closeout as an IRP site and should be achieved by the end of fiscal year (FY) 2005. The risks identified for SD-001 is associated with non-point source discharge contributions from adjacent non-DoD sources and from ongoing base grounds keeping and stormwater management activities. The site is not associated with historical CERCLA spills or releases. SD-001 borders Washington Ferry Road along the north side for approximately 175 feet. It is anticipated that with additional rounds of sediment and surface water sampling for non-point source discharges, the site will be removed from the IRP list.

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7.1.5 of the Maxwell/Gunter Air Force Base Asbestos Operating Plan dated 2004. Any asbestos containing materials noted in the survey are to be removed in accordance with this plan and deposited in a landfill authorized to accept this type of waste prior to any demolition.

Utilities: No daily limits are placed on MAFB regarding the consumption of electricity, natural gas, and potable water. In addition, regional facilities that would handle wastewater and solid waste from the Proposed Action have adequate capacity to accommodate anticipated minimal increases. Therefore, no significant impacts to utilities would occur as a result of implementation of the Proposed Action.

**FINAL ENVIRONMENTAL ASSESSMENT****PROPOSED CONSTRUCTION OF  
ENTRY CONTROL FACILITY AND VISITORS CENTER  
AT  
MAXWELL AIR FORCE BASE, ALABAMA****TABLE OF CONTENTS**

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# **1 PURPOSE AND NEED FOR THE PROPOSED ACTION**

## **1.1 INTRODUCTION**

Maxwell Air Force Base is a United States Air Force Base (AFB) under the Air Education and Training Command (AETC). Maxwell AFB (MAFB) currently occupies approximately 2,475 acres of lands in Montgomery County in Central Alabama (Figure 1-1). MAFB is headquarters to Air University and the 42nd Air Base Wing (42 ABW). The 42 ABW's primary mission is to provide support to Air University, the Air Force's professional military education center.

The purpose of the Proposed Action is to construct a new Entry Control Facility adjacent to the Bell Street Gate. Buildings 514, 515, 519 will be demolished to make available space for visitor parking, asphalt driveway access, new sidewalks, and new guardhouse facilities. In addition, Building 518 will be renovated to provide a new visitor facility and Building 84 (present guardhouse) will be relocated and used as an overwatch building. Within the same area, adjacent to the proposed facilities, are Buildings 77, 79 (proposed for demolition) and the lot where Building 78 previously stood, prior to being demolished. Due to the close proximity of these facilities to the Proposed Action, and to the potential use of this area for future support facilities, this area will also be assessed for environmental impacts.

The proposed project is needed to provide perimeter protection and security of Air Force personnel and assets, prevent unauthorized access, maximize traffic flow, and impart an immediate impression of professionalism and commitment to facilities excellence at MAFB. The existing Bell Street Gate configuration was built in 1942. Since that time, minimal security updates have occurred to this area. The current gate configuration is inadequate to meet current Air Force Anti-Terrorism/Force Protection (ATFP) requirements. The Proposed Action would correct these deficiencies as well as other Force Protection deficiencies that include pavement layouts, lighting, visitor parking and additional barriers. The No-Action Alternative would be continued use of the existing facilities, which do not meet current ATFP requirements.

## **1.2 LOCATION OF THE PROPOSED ACTIONS**

The Proposed Action would take place at MAFB in Montgomery, Alabama. The site for the proposed construction is in the southeast portion of the installation within the Accompanied Housing and Community Service land use zones. The proposed site area will be made available by the demolition of Buildings 514, 515, 519. The proposed project area is bounded to the north and east by additional accompanied housing, to the west by Washington Ferry Road and community facilities (both commercial and service oriented), and to the south by Washington Ferry Road and Bell Street. Access to the site from off-base is through the Bell Street Gate. See Figure 1-2 for proposed location.

### **1.3 DECISION TO BE MADE AND THE DECISION MAKER**

The decision to be made with respect to the Proposed Action is whether Maxwell can continue to safely provide perimeter protection and security of Air Force personnel and assets, prevent unauthorized access, maximize traffic flow, and impart an immediate impression of professionalism and commitment to facilities excellence under the current Entry Control Facility. The purpose of this environmental assessment (EA) is to evaluate the potential impacts upon the natural and man-made environment, should the Proposed Action be implemented. The decision to approve the Proposed Action begins at MAFB with the Wing Commander. Should the Wing Commander approve the action, it is then reviewed and approved or disapproved by Headquarters AETC.

### **1.4 SCOPE OF THE ENVIRONMENTAL REVIEW**

The intent of this EA is to identify potential impacts associated with the Proposed Action and the No-Action Alternative. In doing so, this EA will evaluate the following resource categories:

- Air Quality
- Noise
- Land Use
- Geological Resources
- Water Resources
- Biological Resources
- Transportation and Circulation
- Cultural Resources
- Socioeconomics
- Environmental Justice and Protection of Children
- Hazardous Materials and Waste
- Utilities

This EA will also address cumulative impacts, and the compatibility of the Proposed Action and alternatives with the objectives of federal, regional, state, and local land use plans, policies, and controls. The relationship between the short-term use of the environment and its long-term productivity, as well as an assessment of any irreversible

and irretrievable commitments of resources associated with the alternative, will also be evaluated.

## **1.5 APPLICABLE REGULATORY REQUIREMENTS**

The Environmental Impact Analysis Process (EIAP) is the process by which federal agencies facilitate compliance with environmental regulations. The primary legislation affecting these agencies' decision-making process is the National Environmental Policy Act (NEPA) of 1969. This act and other facets of the EIAP are described below.

### **1.5.1 National Environmental Policy Act**

This act requires that federal agencies consider potential environmental consequences of Proposed Actions in their decision-making process. The intent of NEPA is to protect, restore, or enhance the environment through well-informed Federal decisions. The Council on Environmental Quality (CEQ) was established under NEPA for the purpose of implementing and overseeing Federal policies as they relate to this process. In 1978, the CEQ issued *Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act* (40 Code of Federal Regulations [CFR] §1500-1508). These regulations specify that an EA be prepared to:

- briefly provide sufficient analysis and evidence for determining whether to prepare an environmental impact statement (EIS) or a Finding of No Significant Impact (FONSI);
- aid in an agency's compliance with NEPA when an EIS is deemed unnecessary; and
- facilitate EIS preparation when one is necessary.

Further, to comply with other relevant environmental requirements and to assess potential environmental impacts, the EIAP and the decision-making process involve a thorough examination of all environmental issues pertinent to the Proposed Action.

### **1.5.2 Interagency and Intergovernmental Coordination for Environmental Planning**

NEPA and CEQ regulations require intergovernmental notifications prior to making any statement of potential environmental impacts. Through the process of Interagency and Intergovernmental Coordination for Environmental Planning (IICEP), the United States Air Force (USAF) notifies relevant federal, state, and local agencies and allows them to make known their environmental concerns specific to the Proposed Action. Comments from these entities are addressed and incorporated into the environmental impact analysis process. Those agencies that have previously concurred or do not have issues with development at Maxwell will also be listed in this section.

## **1.6 ORGANIZATION OF THE DOCUMENT**

The purpose of this EA is to evaluate any potential impacts associated with the Proposed Action and the No-Action Alternative. Section 2 of this document provides a description of the Proposed Action and No-Action Alternative. Section 3 provides a baseline assessment of specific resource areas within the affected environment. These resource areas include specific elements of both the natural and man-made environment. Finally, Section 4 evaluates the potential impacts of both the Proposed Action and the No-Action Alternative on the resource areas described in Section 3.



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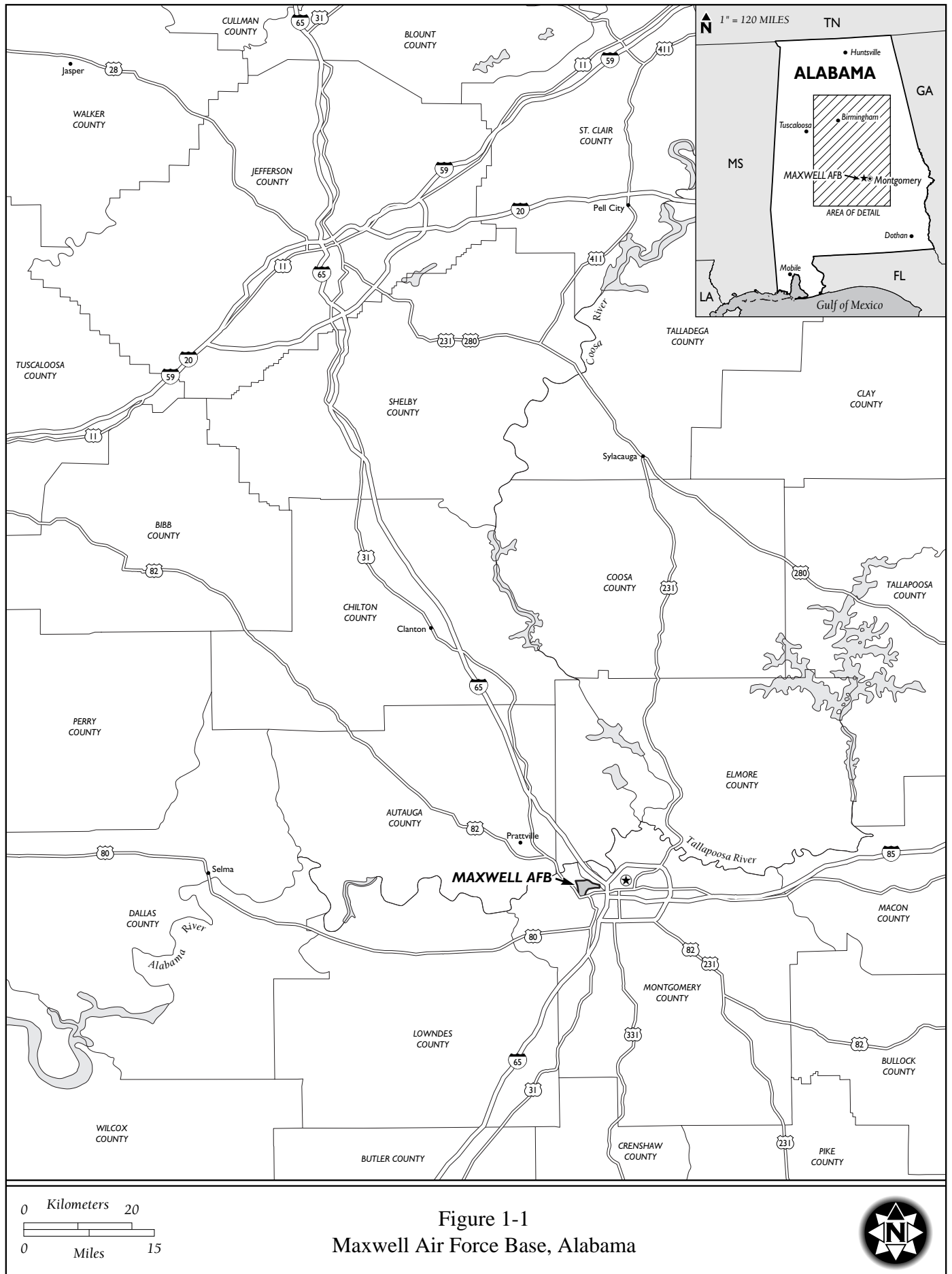


Figure 1-1  
Maxwell Air Force Base, Alabama





# Legend



Structure to be Demolished



Structure to be Renovated

Figure 1-2

Proposed Location Map



## **2 DESCRIPTION OF PROPOSED ACTION AND ALTERNATIVES**

### **2.1 HISTORY OF THE FORMULATION OF ALTERNATIVES**

Section 2 describes the Proposed Action and the No-Action Alternative. The decision has been made that the only available site for the new ECF and Visitors Center is the proposed project area. This area will be made available by the demolition of Buildings 514, 515, 519 and the future demolition of Buildings 77 and 79.

### **2.2 DETAILED DESCRIPTION OF THE PROPOSED ACTION**

The Proposed Action is to construct a new Entry Control Facility, renovate Building 518 for a new Visitors Center, and correct other Force Protection deficiencies that include pavement layouts, lighting, additional barriers and vehicle inspection areas. The proposed project will occur in four phases.

The first phase would consist of the construction of a new two-lane asphalt roadway that leads northwest to a newly constructed visitors parking area (directly behind Building 518, made available by the demolition of Buildings 514 and 515). An additional one-lane roadway will be constructed to provide on base access to the Visitors Center. Building 518 will be renovated to provide for the new Visitors Center. In addition, all existing curbs, sidewalks, and concrete fencing will be relocated to new location surrounding the proposed facilities. See Figure 2-1 for a description of the Phase I area of work.

The second phase of construction would consist of widening and repaving Washington Ferry Road to include a 1,500-foot new travel lane and a 500-foot vehicle inspection lane. Approximately 2,000 feet of the existing Washington Ferry Road will be repaved. In addition to the roadwork, new structures will also be built during Phase II. The new structures include three traffic islands containing five identification check gatehouses and one guardhouse. Additional features proposed include new mechanical barriers, new streetlights and the relocation of curbs and pedestrian walkways. See Figure 2-2 for a description of the Phase II area of work.

The third phase of construction would consist of the installation of new mechanized vehicle arresting systems and barriers along the northwest portion of Washington Ferry Road near its intersection with Pine Street. This area will also be repaved. In addition, Building 84, which serves as the existing guardhouse will be relocated to serve as a barrier control and overwatch house. See Figure 2-3 for a description of Phase III.

The fourth and final phase would consist of constructing a 75 feet by 75 feet overhead steel frame canopy system with lighting and utilities to cover the guardhouse, identification check houses, and inbound traffic lanes described in Phase I. See Figure 2-4 for a description of the Phase IV area of work.

### 2.3 DESCRIPTION OF THE NO-ACTION ALTERNATIVE

The No-Action Alternative would be for Maxwell to continue to utilize the existing facilities. This would continue to leave an inadequate gate configuration that does not meet current Air Force Anti-Terrorism / Force Protection (ATFP) requirements.

### 2.4 COMPARISON MATRIX OF ENVIRONMENTAL EFFECTS OF PROPOSED ACTION AND NO-ACTION ALTERNATIVE

Table 2-1 presents a comparison of the potential environmental effects, including cumulative effects, resulting from implementation of the Proposed Action or the No-Action Alternative. The environmental effects are described in Section 4. As shown in Table 2-1, the Proposed Action and the No-Action Alternative would have no appreciable effects on these resources.

**Table 2-1 Comparison of Potential Environmental Consequences**

<i>Resource Area</i>	<i>Proposed Action</i>	<i>No-Action</i>
Air Quality	○	○
Noise	○	○
Land Use	+	○
Geological Resources	○	○
Water Resources	○	○
Biological Resources	○	○
Transportation/Circulation	+	■
Cultural Resources	○	○
Socioeconomics	○	○
Environmental Justice	○	○
Hazardous Materials and Wastes	○	○
Utilities	○	○

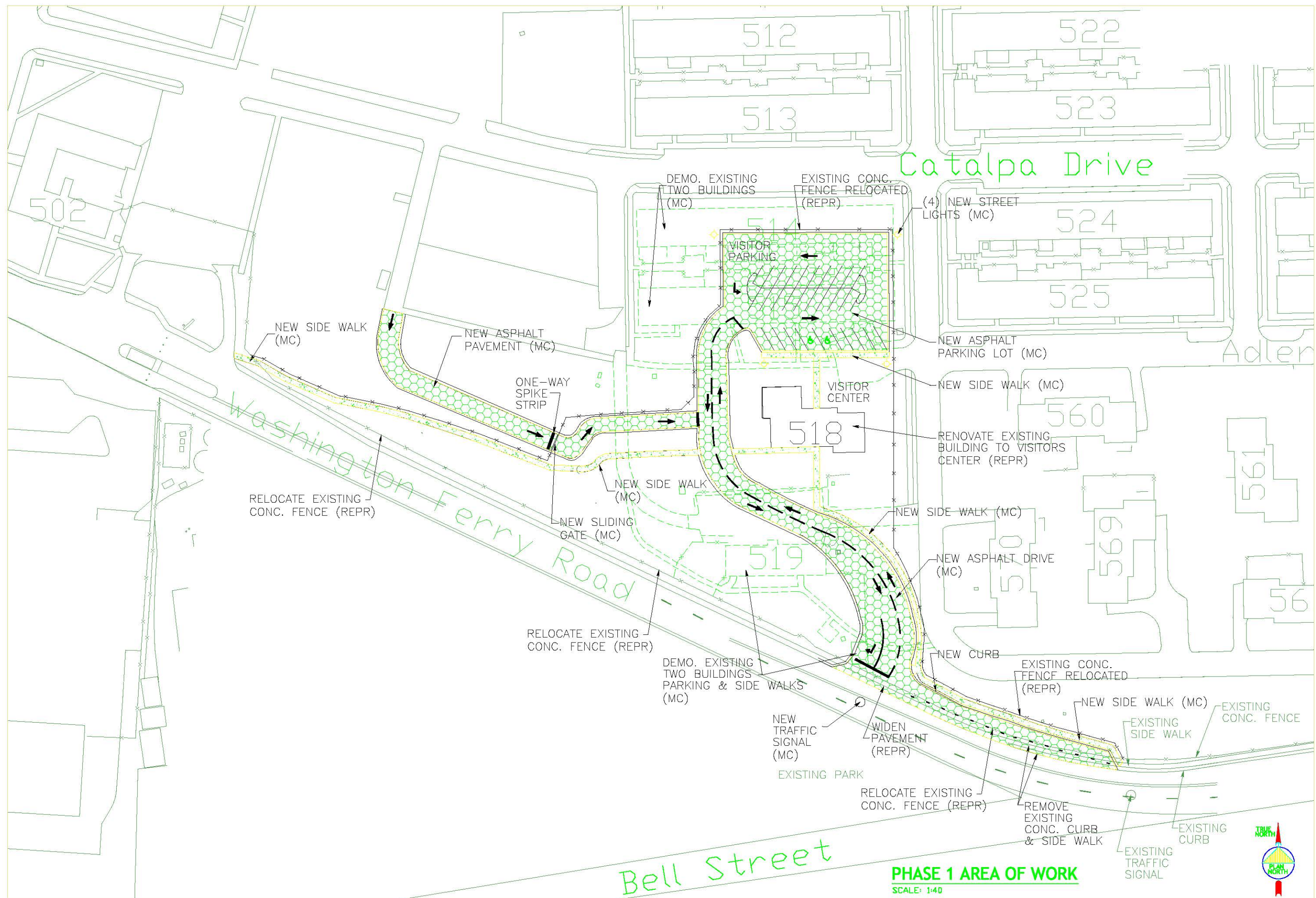
*Notes:* ○ = No significant impact

■ = Adverse, but not significant impact

● = Significant impact

+ = Beneficial impact





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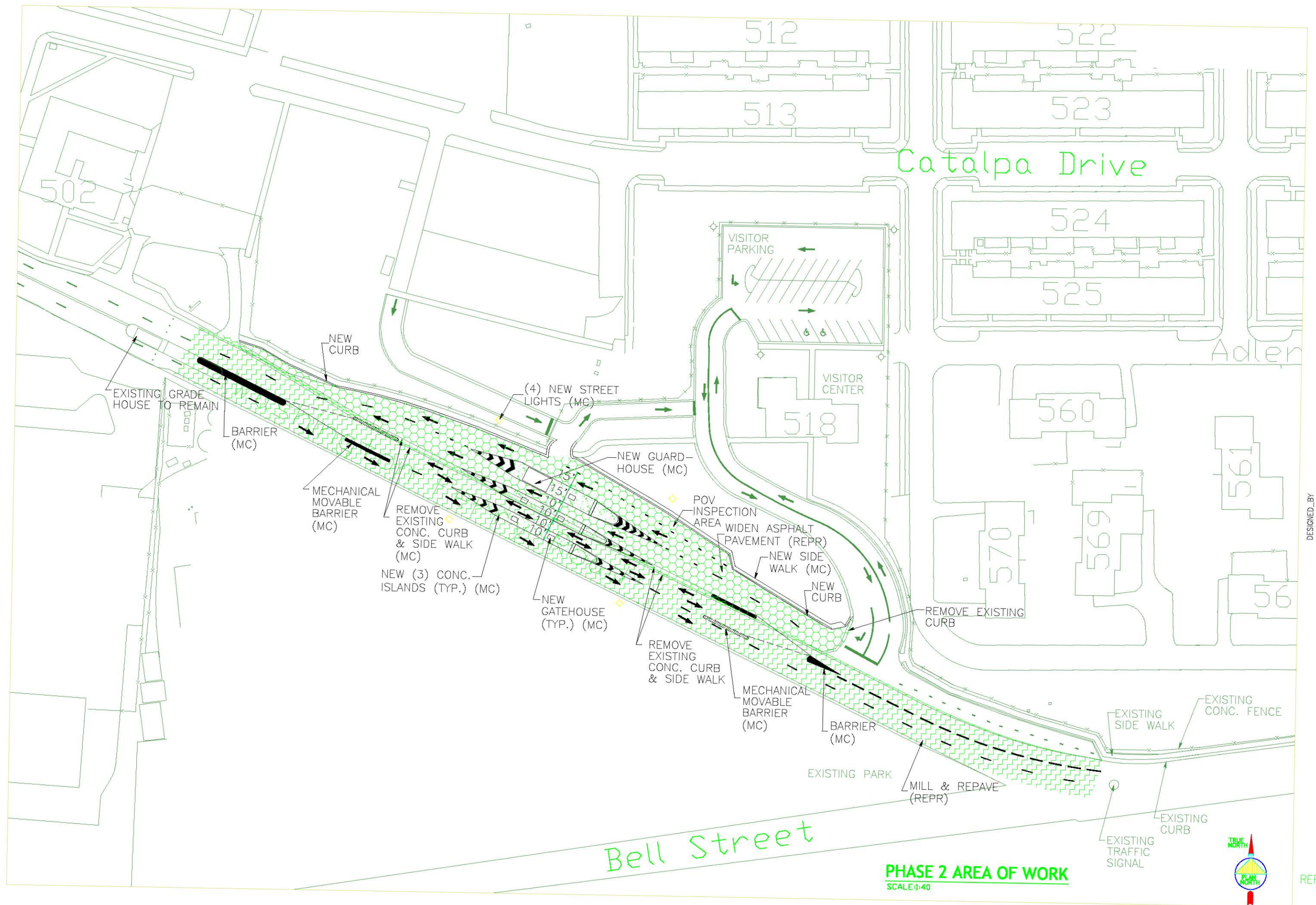
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Figure 2-1  
Phase 1 Area Of Work

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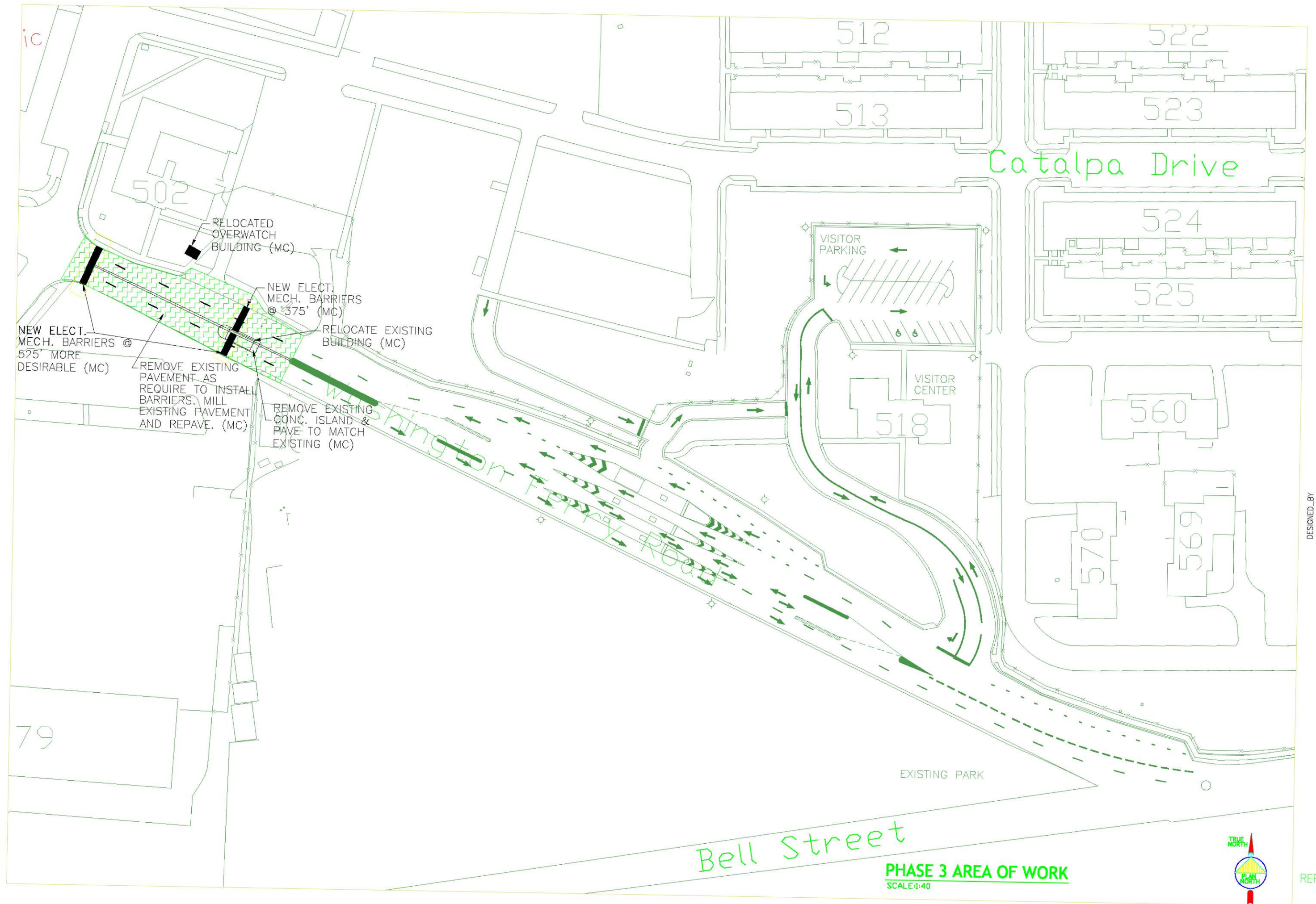
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Figure 2-2  
Phase 2 Area Of Work

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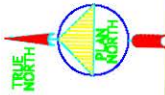
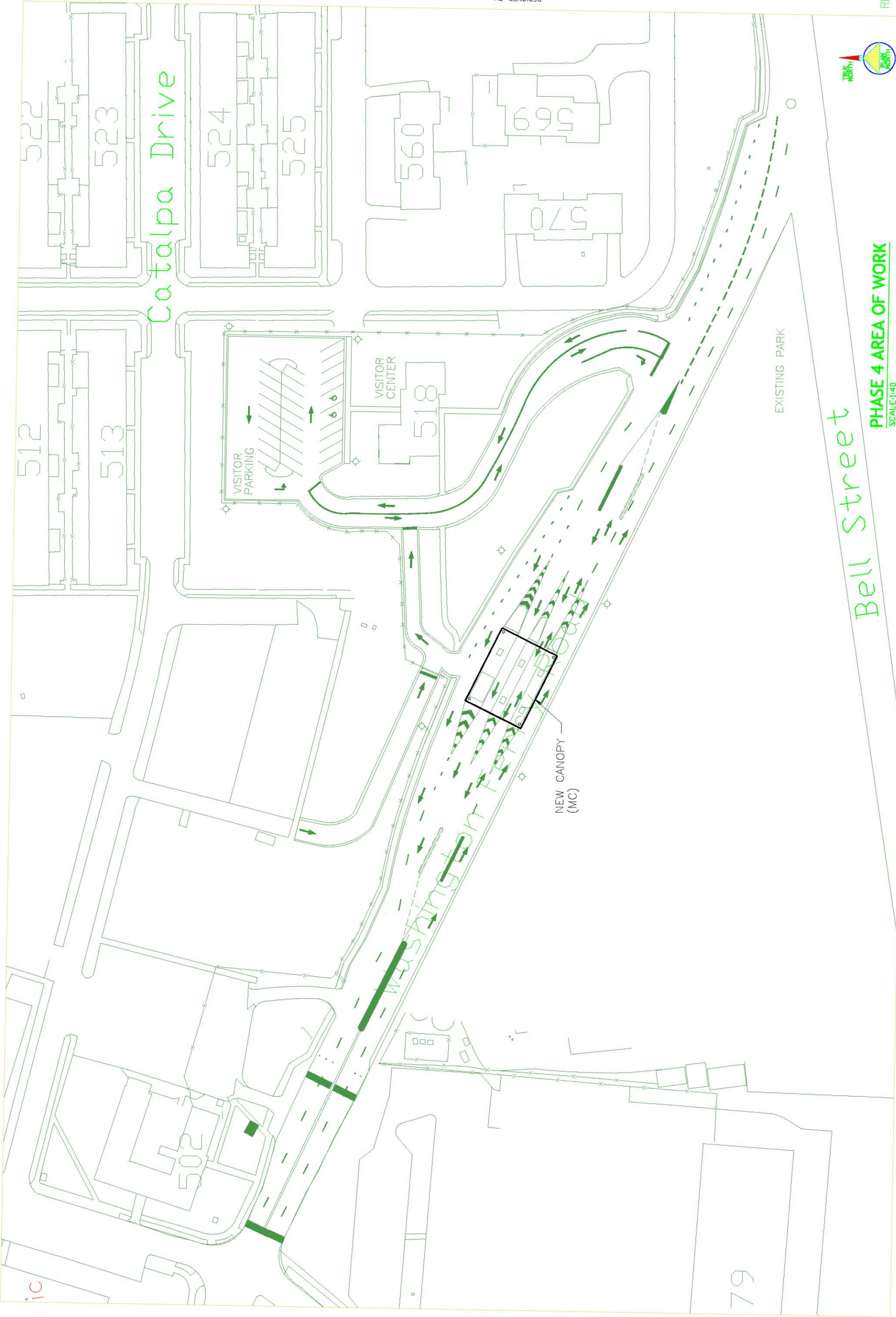
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Figure 2-3  
Phase 3 Area Of Work

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PHASE 4 AREA OF WORK  
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Figure 2-4  
Phase 4 Area Of Work

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### **3 AFFECTED ENVIRONMENT**

This section describes relevant existing environmental conditions for resources potentially affected by the Proposed Action and No-Action Alternative described in Section 2. This description of the environment that may be affected provides a framework for understanding the potential direct, indirect, and cumulative effects of the Proposed Action and the No-Action alternative.

As directed by guidelines contained in NEPA, CEQ regulations, and Air Force Instruction (AFI) 32-7061, *The Environmental Impact Analysis Process*, the description of the affected environment focuses only on those resource areas potentially subject to impacts and should be commensurate with the anticipated level of environmental impact.

This EA analyzes potential environmental effects for the following resource areas: air quality, noise, land use, geological resources, water resources, biological resources, transportation and circulation, cultural resources, socioeconomics, environmental justice and protection of children, hazardous materials and wastes, and utilities. The following subsections contain definitions of each resource, a description of the associated region of influence (ROI) for each resource, and existing conditions for each resource within the associated ROI.

#### **3.1 AIR QUALITY**

##### **3.1.1 Definition of Resource**

Air quality is defined as the ambient air concentrations of specific criteria pollutants determined by the USEPA to be of concern to the health and welfare of the general public. These criteria pollutants include ozone (O<sub>3</sub>), carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>), particulate matter less than 10 microns in diameter (PM<sub>10</sub>), and lead (Pb). To establish limits on pollutant concentrations, the USEPA has created National Ambient Air Quality Standards (NAAQS) to identify the maximum allowable concentrations of criteria pollutants that are considered safe, with an additional adequate margin of safety, to protect human health and welfare. Depending on the type of pollutant, these maximum concentrations may not be exceeded at any time, or may not be exceeded more than once per year (USEPA 2002a).

##### **3.1.2 Clean Air Act Amendments**

Through the Clean Air Act (CAA) Amendments of 1990, the USEPA has required each state to prepare a State Implementation Plan (SIP), which describes how each state will achieve compliance with the NAAQS. The SIP is a compilation of goals, strategies, schedules, and enforcement actions that will help lead a state into compliance with the NAAQS. Alabama has adopted the NAAQS. Areas not in compliance with the NAAQS can be declared nonattainment areas by the USEPA, or the appropriate state or local agency. Areas in compliance with the NAAQS are defined as being in attainment.



Where insufficient air quality monitoring data exist to determine attainment status for an area, the region is designated as unclassified.

The criteria for nonattainment status varies by pollutant: 1) an area is in nonattainment for O<sub>3</sub> if the NAAQS have been exceeded more than three discontinuous times in three years; and 2) an area is in nonattainment for any other pollutant if the NAAQS have been exceeded more than once per year.

The CAA established certain statutory requirements for federal agencies with proposed federal activities to demonstrate conformity of the proposed activities with the SIP for attainment of the NAAQS. Under these rules, certain actions are exempt from conformity determinations, while others are presumed to be in conformity if total project emissions are below *de minimis* levels established under 40 CFR 93.153. *De minimis* levels (in tons per year) vary from pollutant to pollutant and are also subject to the severity of the nonattainment status.

### **3.1.3 Existing Conditions**

#### **3.1.3.1 Climate**

MAFB is situated in a humid subtropical climate regime. The average annual high temperature is approximately 75 degrees Fahrenheit (°F), ranging between an average summer high of 91 °F and an average winter high of 60 °F. Winters in the region are temperate, with subfreezing temperatures and snow rarely occurring. The MAFB area (Montgomery) averages approximately 53 inches of rain a year, with the majority of rain falling in the late winter and spring months. Winds average approximately six miles per hour, typically from the east or west, depending upon the time of year.

#### **3.1.3.2 Regional Setting**

MAFB is located in Montgomery County, Alabama, within Air Quality Control Region (AQCR) 58 (The Columbus [GA] - Phenix City [AL] Interstate AQCR). All of Montgomery County is in attainment or unclassified for all of the NAAQS (USEPA 2002b). No Prevention of Significant Deterioration (PSD) Class I areas are located within the vicinity of MAFB (USEPA 2002c).

#### **3.1.3.3 Air Emissions Inventory**

The 2004 Air Emissions Inventory (AEI) categorizes emissions from all stationary sources at MAFB. Primary stationary sources include emissions from boilers, furnaces, and small hot-water heaters used for heating purposes and power production. MAFB is considered a minor source of emissions and is therefore not required to obtain a synthetic minor operating permit or a CAA Title V major source operating permit (Alabama Department of Environmental Management [ADEM] 2003).

## **3.2 NOISE**

### **3.2.1 Definition of Resource**

Noise can be defined as any sound that interferes with communication, is intense enough to damage hearing, or is otherwise annoying (Federal Interagency Committee on Noise [FICON] 1992). Human response to noise varies according to the type and characteristics of the noise source, distance between the source and the receptor, sensitivity of the receptor, and time of day.

The physical characteristics of sound include its level, frequency, and duration. Sound is commonly measured with instruments that record instantaneous sound levels in decibels (dB), which are based on a logarithmic scale (e.g., a 10 dB increase corresponds to a 100 percent increase in perceived sound). Under most conditions, a change of 5 dB is required for humans to perceive a change in the noise environment (USEPA 1973).

Sound measurements are often weighted to emphasize those frequencies heard especially well by the human ear. While the range of frequencies across which humans hear extends from 20 to 20,000 Hertz, the human ear is most sensitive to sounds in range of 1,000 and 8,000 Hertz, with sensitivity diminishing at lower and higher frequencies. As a result, A-weighted sound level measurements (dBA), which de-emphasize the high and low frequencies and emphasize the middle frequencies, are used to characterize sound levels that are heard especially well by the human ear. As seen in Figure 3-1, human hearing ranges from approximately 20 dBA (the threshold of hearing) to 120 dBA (the threshold of pain).

The sound exposure level (SEL) is a measure of the physical energy associated with a noise event that incorporates both the intensity and duration of the event. For example, the SEL associated with an aircraft overflight would be comprised of noise levels for the period of time when the aircraft is approaching (noise levels are increasing), the instant when the aircraft is directly overhead (noise levels are at a maximum), and the period of time when the aircraft is departing (noise levels are decreasing). As the SEL also considers the duration of a noise event, SEL values are typically higher than the maximum noise level measured for most noise events.

The day-night average sound level ( $L_{dn}$ ) is the energy-averaged sound level of all SEL values within a 24-hour period, with a 10 dBA penalty assigned to noise events occurring between 10:00 P.M. and 7:00 A.M. to compensate for the annoyance associated with the occurrence of nighttime noise events. The  $L_{dn}$  is the preferred noise metric of the U.S. Department of Housing and Urban Development, U.S. Department of Transportation, Federal Aviation Administration, USEPA, and the Department of Defense (DoD).

Most people are exposed to sound levels of 50-55 dBA ( $L_{dn}$ ) or higher on a daily basis. Studies conducted to determine noise impacts on various human activities have revealed that sound levels below 65 dBA ( $L_{dn}$ ) do not significantly bother approximately 87

percent of the population (FICON 1992). Figure 3-2 provides the guidelines established by FICON that are commonly used to determine acceptable levels of noise exposure for various types of land use.

### **3.2.2 Existing Conditions**

Noise sources at MAFB are primarily generated by aircraft operations, on and off base vehicle operations, and construction projects. Construction projects are considered short-term in their effects, and noise impacts are generally isolated to the site of the project and the immediate vicinity. MAFB has an 8,006-foot by 300-foot primary runway (15/33) and one 300-foot by 60-foot asphalt strip. The primary assigned aircraft include nine C-130's.

The nearest single-family residence is approximately 75 feet from the proposed project site.

## **3.3 LAND USE**

### **3.3.1 Definition of Resource**

Land use comprises the natural conditions and/or human-modified activities occurring at a particular location. Human-modified land use categories include residential, commercial, industrial, transportation, communications and utilities, agricultural, institutional, recreational, and other developed use areas. Management plans and zoning regulations determine the type and extent of land use allowable in specific areas and are often intended to protect specially designated or environmentally sensitive areas.

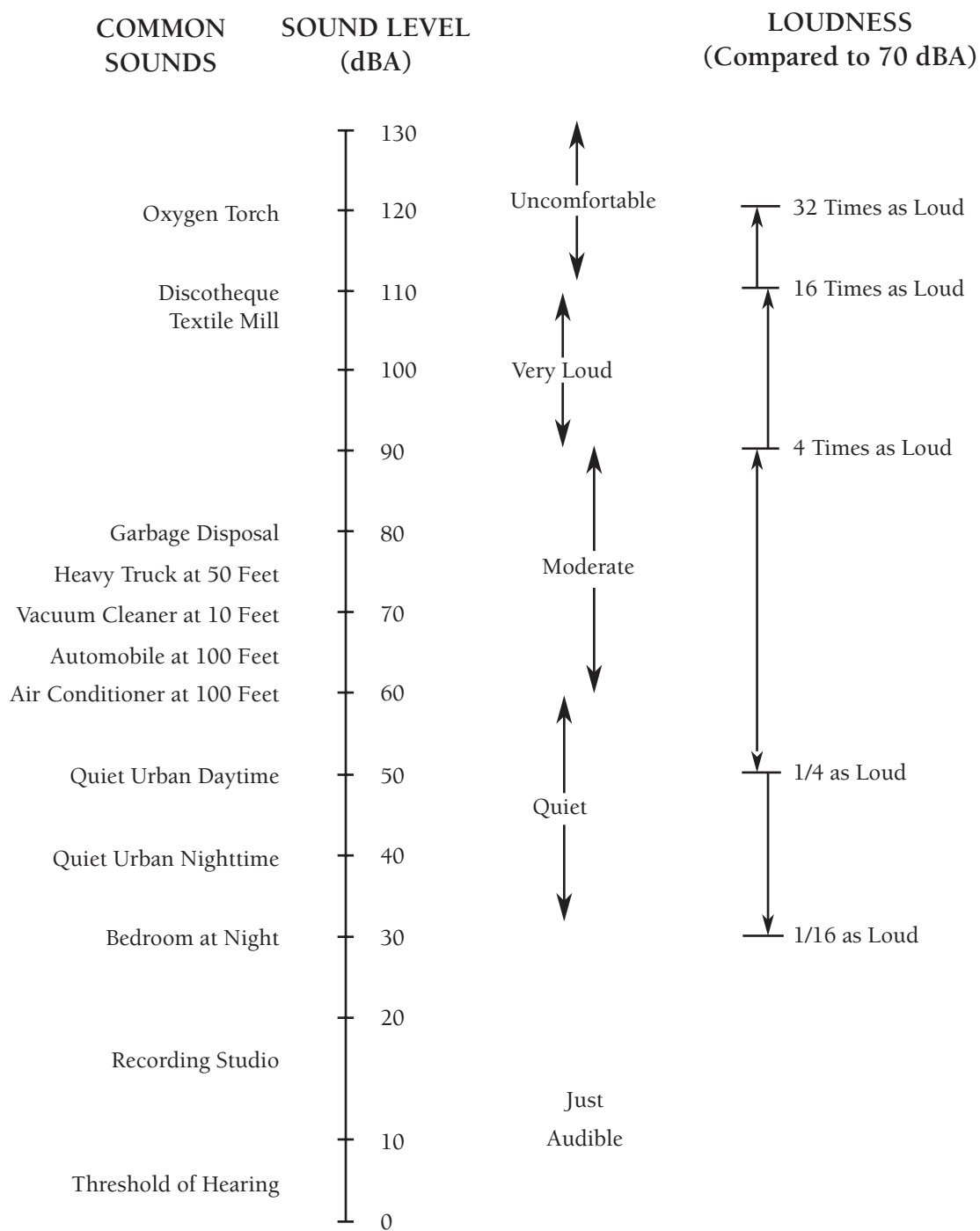
### **3.3.2 Existing Conditions**

#### **3.3.2.1 Regional and Local Land Use**

MAFB is located in Montgomery County, Alabama, south of the foothills of the Appalachian Mountains. It is located in the northwest section of the City of Montgomery, approximately one-quarter mile west of the downtown area. MAFB is bordered on the east and south by the City of Montgomery and on the northeast by the Alabama River. A public housing project and the central business district of Montgomery are located east of the installation. To the south and west of MAFB, the land uses are mixed residential and industrial. Land to the west of MAFB includes some development, agricultural areas, and floodplain areas. The urban development of the City of Montgomery includes a mix of residential, industrial, and strip commercial uses.

#### **3.3.2.2 Installation Land Use**

MAFB consists of approximately 2,475 acres of land, all of which are improved or developed in some manner. Occupied building, structures, pavements, and landscaped residences make up approximately 700 acres, and the runways, taxiways, and adjacent infield areas account for approximately 880 acres (MAFB 2000). Two golf courses, playgrounds, picnic areas and other recreational developments, and several ponds occupy the remaining land. Figure 3-3 shows the existing land use at MAFB.



Source: Harris 1979.

Figure 3-1  
Examples of Typical Sound Levels  
in the Environment

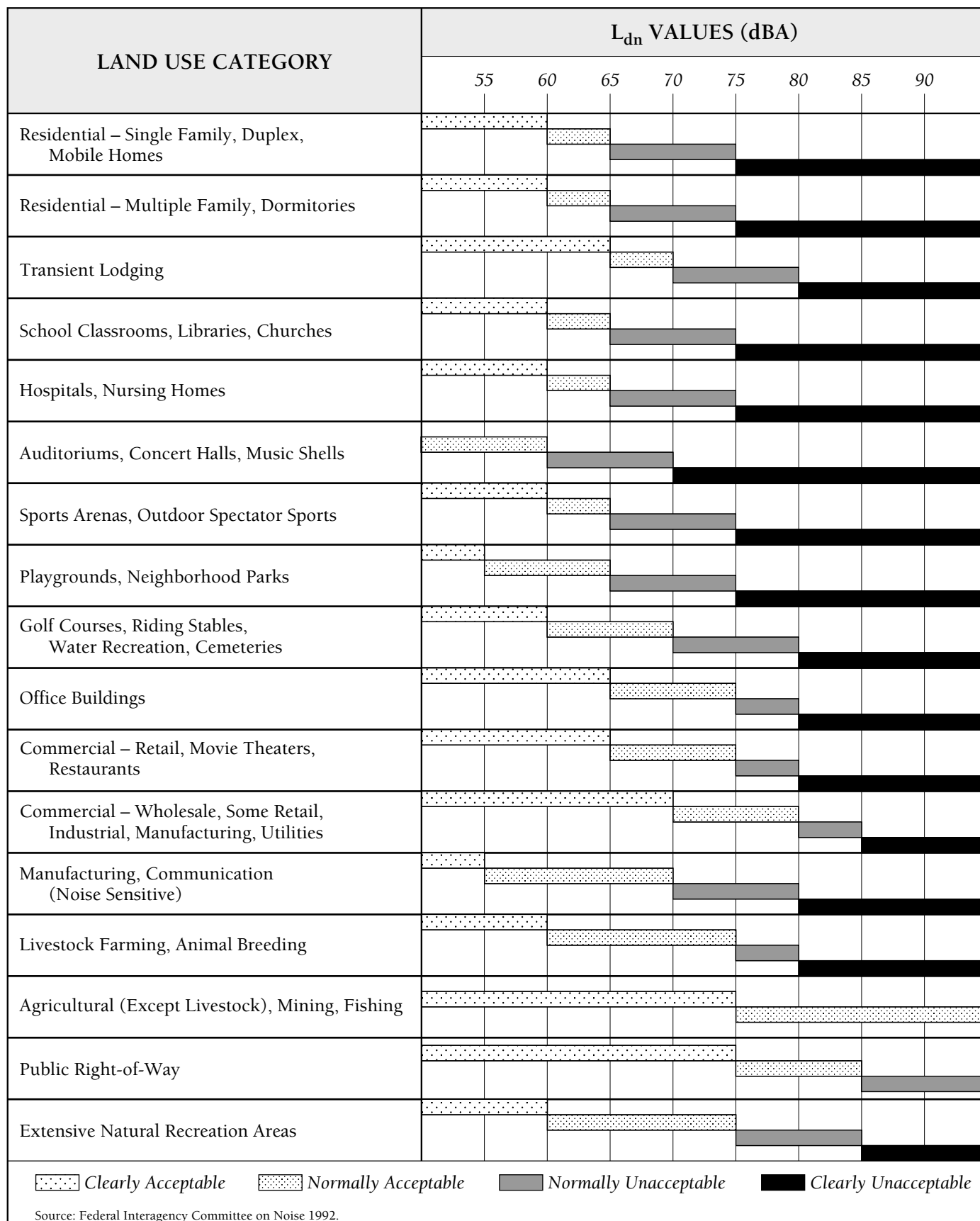
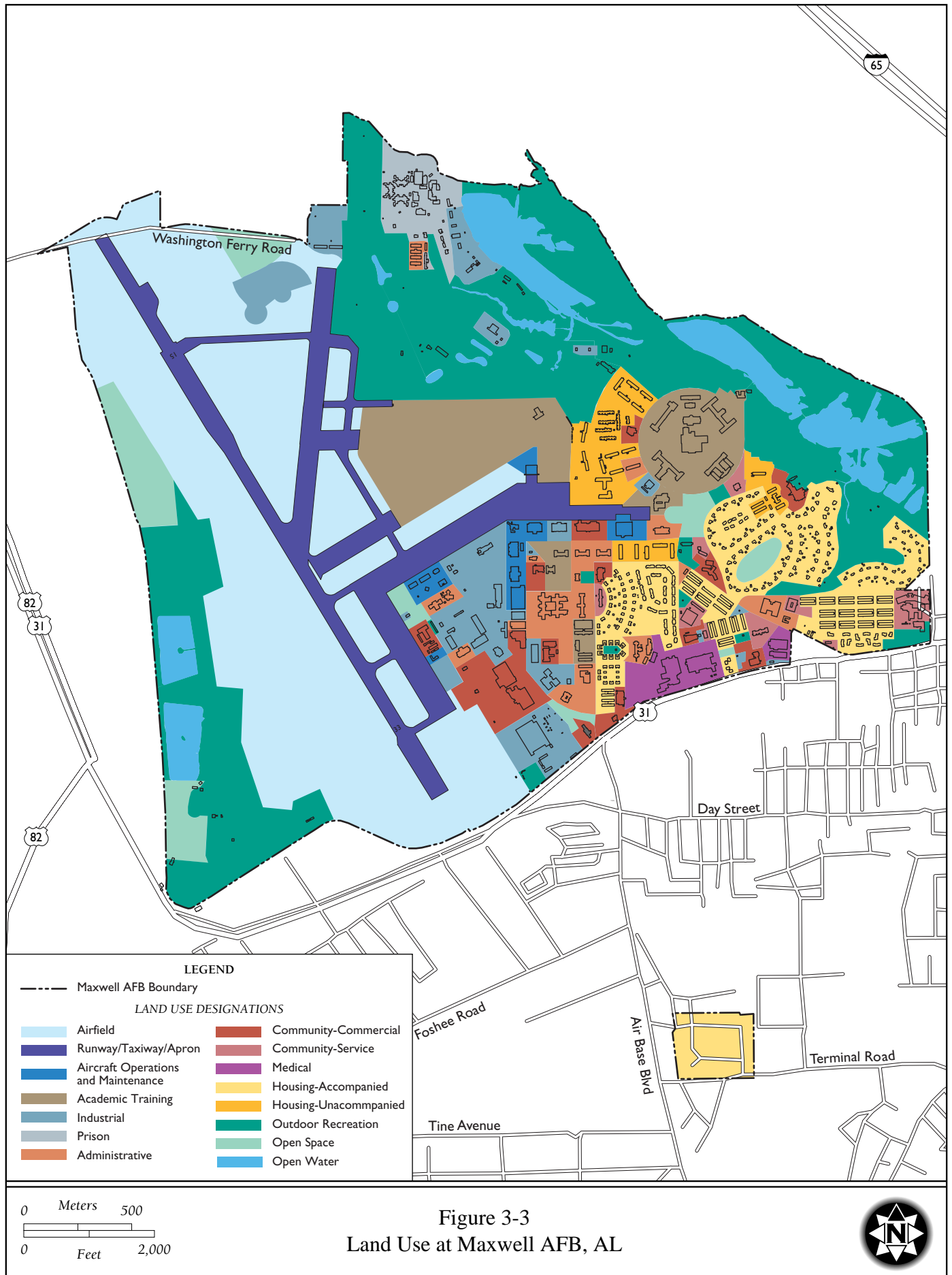


Figure 3-2  
Recommended Land Use for  
L<sub>dn</sub>-Based Noise Values





The installation also owns a 28-acre housing area located one-mile south of the base, and Gunter Annex, a 372-acre annexed installation. The Maxwell Housing Annex contains 124 buildings consisting of 174 family housing units, and MAFB-Gunter Annex contains 218 buildings consisting of 2.2 million square feet.

### Land Use Categories

Land use at MAFB can be divided into 15 categories, which are classified and defined below (Table 3-1).

**Table 3-1 Land Use Categories**

<b>Land Use Category</b>	<b>Description</b>
1. Airfield	Airfield criteria open space and unused land
2. Airfield	Aprons, runways, and taxiways
3. Aircraft Operations and Maintenance	Aircraft shops and air operations training
4. Industrial	Petroleum, Oils and Lubricants (POL), warehousing, civil engineering
5. Administrative	Non-aircraft or operations buildings
6. Academic	Facilities and structures used to support academic activities
7. Community Commercial	Retail, service clubs, and commissary
8. Community Service	Services Squadron, chapel, and library
9. Medical	Hospital and medical storage
10. Accompanied Housing	Military family housing
11. Unaccompanied Housing	Dormitories and transient quarters
12. Recreational	Golf course and sports fields
13. Open Space	Non-dedicated lands
14. Water	Rivers, lakes, streams, and ponds
15. Prison	Land and facilities dedicated to the on-base Federal prison camp

Source: MAFB 2000.



### Land Use and the Noise Environment

Land use activities most sensitive to ambient noise are residential, public services, commercial, cultural, and recreational. Noise generated from aircraft and roadway traffic represents the greatest contribution to the overall noise environment at MAFB. Construction activities can also result in disruption to noise-sensitive receptors and land use areas (e.g., outdoor recreation participants or administrative personnel); however, construction activities tend to be temporary and associated noise can be reduced with special equipment and scheduling restrictions. The land immediately surrounding MAFB is not in conflict with the noise levels generated by installation activities.

## **3.4 GEOLOGICAL RESOURCES**

### **3.4.1 Definition of Resource**

Geological resources are defined as the geology, soils, and topography of a given area. The geology of an area includes bedrock materials, mineral deposits, and fossil remains. The principal geologic factors influencing stability of structures are soil stability and seismic properties. Soil, in general, refers to unconsolidated earthen materials overlying bedrock or other parent material. Soil structure, elasticity, strength, shrink-swell potential, and erodibility all determine the ability for the ground to support structures and facilities. Relative to development, soils typically are described in terms of their type, slope, physical characteristics, and relative compatibility or limitations with regard to particular construction activities and types of land use. Long-term geological, erosional, and depositional processes typically influence the topographic relief of an area. Topography incorporates the physiographic, or surface, features of an area and is usually described with respect to elevation, slope, aspect, and landforms.

### **3.4.2 Existing Conditions**

#### **3.4.2.1 Geological Resources**

MAFB is located within the Alluvial Deltaic Plain of the upper Gulf Coastal Plain Physiographic region. Within the Coastal Plains Region of Montgomery County, the geologic units range in age from the Upper Cretaceous to the Holocene. This range is characterized by low rolling hills and shallow valleys. The topography of MAFB is generally level with elevations averaging 168 feet above mean sea level.

The regional surficial geology is dominated by Quaternary Terrace and Alluvial deposits consisting of coarse sands, gravels, silts, and clays deposited by the ancestral and current Alabama River. The thickness of the deposits generally range from 30 to 50 feet, but in some areas can be as thick as 80 feet. The thickness of the individual geologic units tends to follow a pattern that shows a gradual dip seaward at a shallow rate. Lithologic logs during drilling activities show that between the 10 and 30 foot depths, the deposits are composed of fine-to-medium grained silty sand with variable amounts of quartz pebbles and some clayey sand. At soil depths greater than 30 feet, the amount of quartz pebbles decreases and the deposits grade into mostly poorly graded sand with sand lenses (MAFB 2002).

### 3.4.2.2 Soils

Six soil associations have been mapped at MAFB and are described below in Table 3-2. The majority of the base consists of the Amite-Cahaba association, which is typically found on level to sloping uplands of high stream terraces. Soils range from very poor to well-drained and moderate to poor permeability. The Cahaba-Wickham-Roanoke association is found along the north and west base boundaries typically found on level to gently sloping lowlands of floodplains and low stream terraces. Soils range from poor to well-drained and subsoils have a seasonally high water table. The pH level in soils at MAFB average 5.2 pH. On average soils are found to be low in nitrogen, phosphate, potash, calcium, and magnesium.

**Table 3-2 Soil Types Found at MAFB**

<b>Soil Type</b>	<b>Description</b>
1. <i>Congaree silt loam (0-2% slopes)</i>	Contains some mica throughout profile. At 0 to 6 inches soil includes a dark grayish-brown silt loam with moderate, medium, granular structure. At 6 to 20 inches soils are dark yellowish-brown silty clay loam; friable when moist and slightly plastic when wet, and highly acidic.
2. <i>Terrace escarpments (15-25% slopes)</i>	Generally found between two stream terraces or within floodplains. Sandy and gravelly, slightly developed, not fertile. Most of the area is moderately to severely eroded, and numerous shallow to deep gullies have formed.
3. <i>Amite fine sandy loam (2-5% slopes)</i>	At 0 to 5 inches soil is dark reddish-brown fine sandy loam, weak crumb structure, very friable when moist and loose when dry, moderately acidic. High runoff and erosion potential.
4. <i>Roanoke silt loam (0-3% slopes)</i>	Very small amount of very fine sand and some mica. At 0 to 10 inches the soils are gray silt loam streaked with dark-brown organic stains; weak, medium, granular structures; friable; and highly acidic. Contains moderate amount of organic matter and moderate permeability.
5. <i>Wehadkee silt loam (0-2% slopes)</i>	At 0 to 6 inches soil is dark-gray silt loam with few, fine, faint mottles of dark brown; weak, medium, granular structure; friable; and highly acidic. Contains moderately high natural fertility and moderately high water holding capacity.
6. <i>Wickham fine sandy loam (0-2% slopes)</i>	At 0 to 6 inches soil is dark brown fine sandy loam; weak, fine, crumb structure; very friable; highly acidic. At 6 to 20 inches soil is yellow-red to red fine sandy clay; weak to moderate, fine, subangular blocky structure; firm when moist, sticky when wet, and hard when dry; highly acidic. Slow permeability rate and moderately high capacity for holding moisture. Contains moderately small amount of organic matter and moderately low natural fertility.

Source: MAFB 2000.

### **3.5 WATER RESOURCES**

#### **3.5.1 Definition of Resource**

Water resources include both surface and subsurface water. Surface water includes all lakes, ponds, rivers, and streams within a defined area or watershed. Subsurface water, commonly referred to as groundwater, is typically found in certain areas known as aquifers. Aquifers are areas of mostly high porosity soil where water can be stored between soil particles and within soil pore spaces. Groundwater is typically recharged during precipitation events and is withdrawn for domestic, agricultural, and industrial purposes.

Due to dangers and damages associated with major flooding, legislation has been developed to limit construction within identified flood-prone zones. Specifically, development of areas within the identified 100-year floodplain zone (areas generally subject to a flood event that has a one percent chance of occurring in any given year) is typically limited to recreation and preservation activities. Flood hazards associated with the 100-year floodplain are also addressed in this section.

The Clean Water Act (CWA) of 1972 is the primary Federal law that protects the nation's waters, including lakes, rivers, aquifers, and coastal areas. The primary objective of the CWA is to restore and maintain the integrity of the nation's waters.

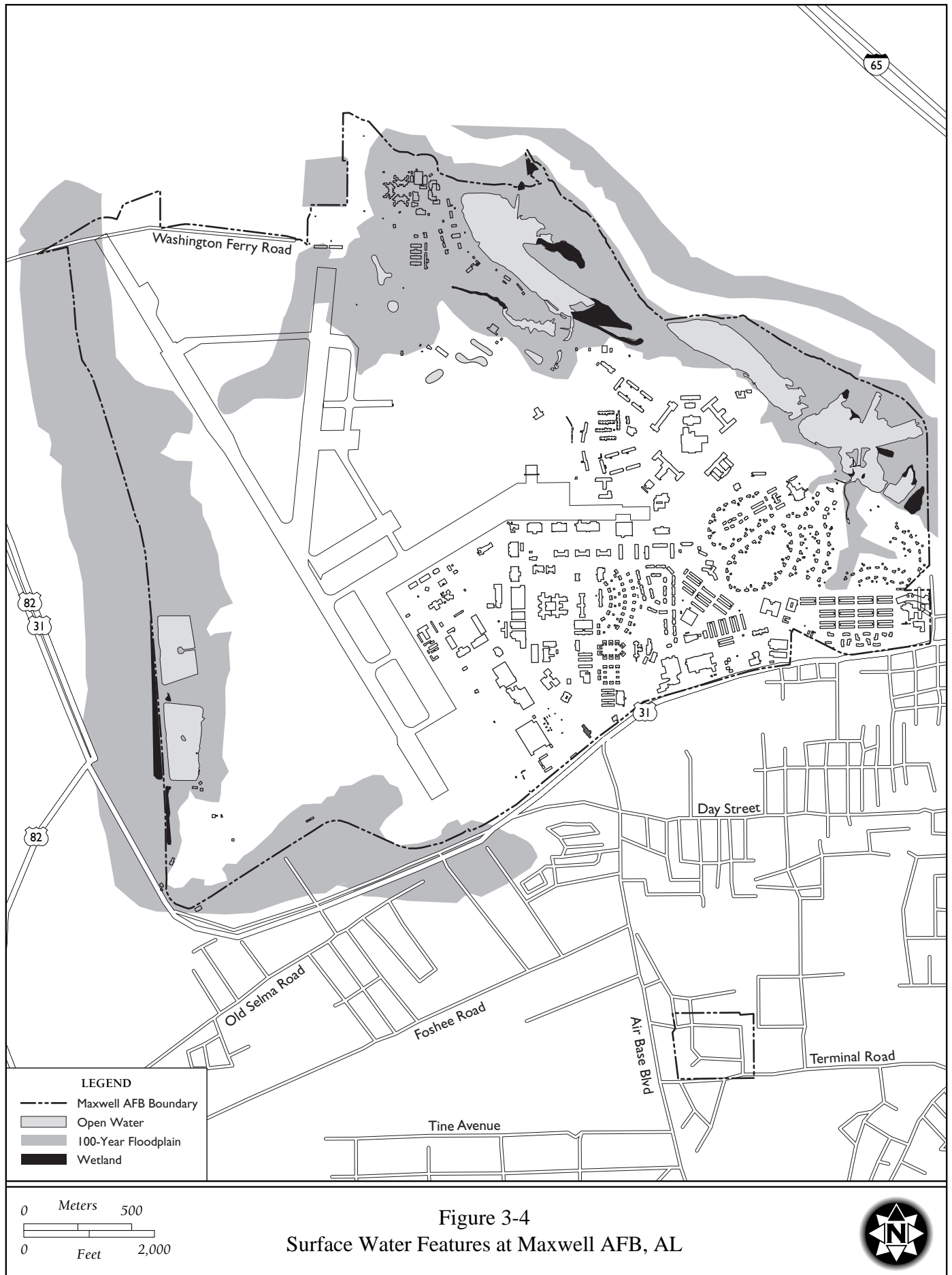
Water resources analyzed in this section include the surface and subsurface water resources at and surrounding MAFB. Wetlands are addressed in Section 3.6, Biological Resources.

#### **3.5.2 Existing Conditions**

##### **3.5.2.1 Surface Water**

MAFB is located on the western bank of the Alabama River. The surface drainage patterns on MAFB are generally from southwest to northeast towards the Alabama River. Prominent water features on the base include the lakes and drainage basins associated with the river flood plains, several small ponds on the golf course, and two small artificially constructed fishing lakes on the south side of the base (Figure 3-4).

Due to the predominance of impermeable surfaces located throughout MAFB, localized ponding occurs briefly during major rain events. A majority of this storm water runoff flows through the on-base drainage system and ponds prior to discharging to the Alabama River.





## Floodplains

Approximately 30 percent of MAFB lies within an identified 100-year floodplain zone (MAFB 2000a). The floodplain elevation at MAFB is 161 to 162 feet above mean sea level (MAFB 2000a). The floodplain covers a large area in the northeast portion of the base along the Alabama River, and also extends along the south and west perimeters of the base (see Figure 3-4). The majority of the floodplain on-base is comprised of recreational land uses including a golf course.

### **3.5.2.2 Groundwater**

The groundwater zone at MAFB ranges from depths of 4 to 40 feet below ground surface (bgs) (MAFB 2000a). The major aquifer in the region of MAFB is the Lower Eutaw, which produces up to 450 gallons per minute. This aquifer is found at depths of 100 to 200 feet bgs. Groundwater at this aquifer is influenced by the Alabama River and is the source for recharging the wells that supply MAFB and the City of Montgomery with their potable water. MAFB has no production wells used for human consumption and receives its water supplies from the municipal water authority of Montgomery (MAFB 2000a).

## **3.6 BIOLOGICAL RESOURCES**

### **3.6.1 Definition of Resource**

Biological resources include living, native, or naturalized plant and animal species and the habitats within which they occur. Plant associations are referred to as vegetation and animal species are referred to as wildlife. Habitat can be defined as the resources and conditions present in an area that produces occupancy of a plant or animal. Although the existence and preservation of biological resources are intrinsically valuable, these resources also provide aesthetic, recreational, and socioeconomic values to society. This analysis focuses on species or vegetation types that are important to the function of the ecosystem, of special societal importance, or are protected under Federal or state law or statute. For purposes of this EA, these resources are divided into three major categories: vegetation; wetlands and sensitive habitats; and rare, threatened, and endangered species.

*Vegetation* includes all existing terrestrial plant communities with the exception of wetlands or threatened, endangered, or sensitive plant species. The affected environment for vegetation includes only those areas potentially subject to ground disturbance.

*Wetlands* are considered sensitive habitats and are subject to Federal regulatory authority under Section 404 of the CWA and Executive Order (EO) 11990, *Protection of Wetlands*. Jurisdictional wetlands are defined by the U.S. Army Corps of Engineers (USACE) as those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions (USACE 1987). Areas meeting the Federal wetland definition are under the jurisdiction of the USACE. Wetlands generally include swamps, marshes, bogs, and similar areas. (33

CFR Part 328). Like vegetation, the affected environment for wetlands includes only those areas potentially subject to ground disturbance.

*Rare, threatened, and endangered species* are defined as those plant and animal species listed as rare, threatened, endangered, or proposed as such, by the U.S. Fish and Wildlife Service (USFWS). The Federal Endangered Species Act protects Federally listed threatened and endangered plant and animal species. Federal species of concern, formerly Category 2 candidate species, are not protected by law; however, these species could become listed and, therefore, protected at any time. Their consideration early in the planning process may avoid future conflicts that could otherwise occur.

### 3.6.2 Existing Conditions

#### 3.6.2.1 Vegetation and Forestry

MAFB is situated within the Eutaw Belt subregion of the Central Pine Belt, or Southeastern Evergreen Forest. Vegetation in this area is bordered by the Oak-Pine Forest to the north. Due to previous agricultural uses and the urban development that has occurred at MAFB, virtually no original vegetation is present today. There are no natural wooded areas in existence at MAFB (MAFB 2000). Maintained grassy areas and improved land dominate the installation's groundcover. MAFB has an extensive urban forest where mature canopy trees occur around the Officer's housing and central administrative buildings. Urban plantings such as shrubbery and shade trees include species such as crape myrtle (*Lagerstroemia indica*), Bradford pear (*Pyrus calleryana*), and southern magnolia (*Magnolia grandiflora*). The dominant tree species at MAFB are listed in Table 3-3.

**Table 3-3 Dominant Tree Species at MAFB**

Common Name	Scientific Name
Slash Pine	<i>Pinus elliotti</i>
Live Oak	<i>Quercus virginiana</i>
Pecan	<i>Carya illinoensis</i>
Sweet gum	<i>Liquidambar styraciflua</i>
Pin Oak	<i>Quercus palustris</i>

Source: MAFB 2000

#### 3.6.2.2 Rare, Threatened, and Endangered Species

According to the USFWS letter dated February 14, 2003 there are no Federally-listed endangered, threatened, or proposed species, or their designated Critical Habitats that occur at or near the vicinity of Maxwell Air Force Base or the proposed project. According to the Natural Heritage Section Database, no Federally-listed endangered,

threatened, or proposed species, or their designated Critical Habitats occur at or in the vicinity of the Proposed Action (Alabama Department of Conservation and Natural Resources [ADCNR] 2002). With respect to state-listed sensitive species, the ADCNR concludes that the closest sensitive species to the Proposed Action occur 8.3 miles from the proposed project site (ADCNR 2002).

### **3.6.2.3 Wetlands**

In accordance with Air Force policy, installations are required to develop and maintain a current inventory of natural habitats as part of the Integrated Natural Resources Management Plan (INRMP). Wetlands are a significant natural habitat, which should be included in this inventory. Alteration of wetlands is limited at military installations by EO 11990 and by the CWA.

MAFB is situated approximately 168 feet above mean sea level on primarily level terrain. According to the base wide jurisdictional wetland inventory conducted in April and June 1994, the installation contains 29 wetland areas, 6 streams and drainages, and 13 lakes and ponds for a total of 135.52 acres. Of that total, lakes and ponds make up 109.50 acres, streams and drainages make up 5.22 acres, and wetland areas make up 20.8 acres (MAFB 2000). The probability of wetlands is greatest along the low northern floodplain boundary of the base. All of the impounded waters, streams, and wetlands are located along the western, northern, and eastern periphery of MAFB and all wetlands occur within the 100-year floodplain. All of the wetlands and most of the lakes and ponds are classified as Palustrine habitats, which includes all non-tidal wetlands dominated by trees, shrubs, persistent emergents, and emergent mosses or lichens (MAFB 2000). There are no wetlands on or adjacent to the site of the Proposed Action.

## **3.7 TRANSPORTATION AND CIRCULATION**

### **3.7.1 Definition of Resource**

Transportation refers to the movement of vehicles on roadway networks. Primary roads, such as major interstates, are designed to move traffic and do not necessarily provide access to all adjacent areas. Secondary roads, commonly referred to as surface streets, are used to gain access to residential and commercial areas, hospitals, and schools. Roadway operating conditions are typically described in terms of average daily traffic (ADT) volumes.

### **3.7.2 Existing Conditions**

#### **3.7.2.1 Installation Circulation**

MAFB is located approximately one quarter mile west of downtown Montgomery, Alabama. Access to the installation is from I-65, which runs into the main entrance at the Bell Street Gate. Direct access to the installation is possible through three gates, which provide the primary circulation to the secondary and local routes of the installation. The primary east to west route is Maxwell Boulevard with the main entrance, Bell Street



Gate. The primary north to south routes are Kelly Street (Kelly Street Gate), Mitchell Street (Day Street Gate), and LeMay Plaza and Poplar Street to Chennault Circle.

The secondary and local roadway system at MAFB provide access from the primary routes to various installation facilities. Parking is generally adequate throughout the base except near the schools of Academic Circle due to the increase in student populations.

Several changes to the existing transportation system have been proposed in the Maxwell Air Force Base General Plan.

### **3.8 CULTURAL RESOURCES**

#### **3.8.1 Definition of Resource**

Cultural resources consist of prehistoric and historic districts, sites, structures, artifacts, or any other physical evidence of human activity considered important to a culture, subculture, or community for scientific, traditional, religious, or other reasons. Cultural resources can be divided into three major categories: archaeological resources (prehistoric and historic), architectural resources, and traditional cultural resources.

*Archaeological resources* are locations where human activity measurably altered the earth or left deposits of physical remains (e.g., tools, arrowheads, or bottles). “Prehistoric” refers to resources that predate the advent of written records in a region. These resources can range from a scatter composed of a few artifacts to village sites and rock art. “Historic” refers to resources that postdate the advent of written records in a region. Archaeological resources can include campsites, roads, fences, trails, dumps, battlegrounds, mines, and a variety of other features.

*Architectural resources* include standing buildings, dams, canals, bridges, and other structures of historic or aesthetic significance. Architectural resources generally must be more than 50 years old to be considered for protection under existing cultural resource laws. However, more recent structures, such as Cold War era military buildings, may warrant protection if they have exceptional characteristics and the potential to be historically significant structures. Architectural resources must also possess integrity (i.e., its important historic features must be present and recognizable).

*Traditional cultural resources* can include archaeological resources, buildings, neighborhoods, prominent topographic features, habitats, plants, animals, and minerals that Native Americans or other groups consider essential for the continuance of traditional cultures.

Only significant cultural resources, known or unknown, warrant consideration with regard to adverse impacts resulting from a Proposed Action. To be considered significant, archaeological or architectural resources must meet one or more criteria as defined in 36 CFR 60.4 for inclusion in the National Register of Historic Places (NRHP).

Several Federal laws and regulations have been established to manage cultural resources, including the National Historic Preservation Act (1966), the Archaeological and Historic Preservation Act (1974), the American Indian Religious Freedom Act (1978), the Archaeological Resource Protection Act (1979), and the Native American Graves Protection and Repatriation Act (1990). In addition, coordination with Federally recognized Native American tribes must occur in accordance with EO 13084, *Consultation and Coordination with Indian Tribal Governments*.

On November 27, 1999, the DoD promulgated its Annotated American Indian and Alaska Native Policy, which emphasizes the importance of respecting and consulting with tribal governments on a government-to-government basis. This Policy requires an assessment, through consultation, of the effect of proposed DoD actions that may have the potential to significantly affect protected tribal resource, tribal rights, and Indian lands before decisions are made by the respective services.

### **3.8.2 Existing Conditions**

There are 152 buildings at MAFB listed on the NRHP, all of which were constructed during the inter war period of 1928 to 1939. In addition, one archaeological site was found eligible for listing on the NRHP during a 1997 archaeological survey. None of the sites listed or eligible for listing on the NRHP are located at or in the vicinity of the proposed project location.

A comprehensive Cultural Resources Management Plan (CRMP) has been prepared and provides focused guidance to land managers for compliance with the requisite cultural resource laws and regulations (MAFB 1999). The CRMP recognizes that activities associated with the ongoing mission of MAFB have the potential to be destructive to historic properties. Therefore, the following activities require prior consultation with the MAFB Historic Preservation Office to ensure compliance with the CRMP and cultural resource protection laws and regulations:

- all new construction;
- ground-disturbing activities such as excavations or earthmoving for training facilities, roads, trails, landing strips, etc;
- any activities that affect properties that are eligible or potentially eligible for the NRHP; and
- the disposal of Federally owned lands.

## **3.9 SOCIOECONOMICS**

### **3.9.1 Definition of Resource**

Socioeconomics comprise the basic attributes of population and economic activity within a particular area and typically encompass population, employment and income, and

industrial/commercial growth. Impacts on these fundamental socioeconomic resources can also influence other components such as housing availability and public services provision.

Socioeconomic data is presented for the City of Montgomery, Montgomery County, the State of Alabama, and the U.S. to analyze baseline socioeconomic conditions in the context of regional, state, and national trends.

### **3.9.2 Existing Conditions**

#### **3.9.2.1 Population**

##### Regional

The Montgomery Metropolitan Statistical Area (MSA) (composed of Montgomery, Autauga, and Elmore Counties) population increased over 40,000 from 1990 to 2000 (Table 3-4). This 13.9 percent gain was the third highest among the state's MSAs. Growth was strongest in the two suburban counties: Autauga's population increased 27.6 percent and Elmore's grew 33.9 percent. The population of Montgomery County gained 6.9 percent and the City of Montgomery experienced population growth of 7.7 percent. Both the city and county lagged behind the State of Alabama and the United States percent change over the last decade. The Montgomery MSA population is expected to increase over 100,000 to 433,292 between 2000 and 2025 (University of Alabama 2002).

**Table 3-4 Population for the United States, State of Alabama, Montgomery County, and City of Montgomery, 1990-2000**

<b>Year</b>	<b>United States Population</b>	<b>Alabama Population</b>	<b>Montgomery County Population</b>	<b>City of Montgomery Population</b>
1990	248,709,873	4,040,587	209,085	187,106
2000	281,421,906	4,447,100	223,510	201,568
% change '90-'00	13.2	10.1	6.9	7.7

Source: U.S. Bureau of the Census (USBC) 2002a, 2002b, 2002c, 2002d.

##### MAFB

The current employee personnel levels associated with MAFB total 12,700. (Montgomery Area Chamber of Commerce, 2004).

### **3.9.2.2 Regional Job Growth and Unemployment**

The service-producing sectors accounted for more than 83 percent of jobs in the Montgomery area in 2001, the highest rate among the state's MSAs. The state, federal and local government employment is the largest employment sector in the Montgomery MSA. The City of Montgomery maintains a diverse manufacturing base, including: food/kindred products; transportation equipment; textile/apparel; machinery/equipment; printing/publishing; furniture/fixtures; software engineering; and plastics. The Montgomery area is a major distribution center for the southeast, supporting large companies such as Liz Claiborne, Russell Corporation, and Consolidated Stores. The Information Technology industry is a growing part of the Montgomery area economy, with 125 companies located in the capital city. The Montgomery MSA as well as the State of Alabama has experienced a steady decline in the manufacturing sector since 1995. For example, from July 1998 to July 1999, Alabama manufacturing firms lost 9,300 jobs. Sixty percent of the jobs were in the textile and apparel industries. However, manufacturing jobs were up by an average of 100 jobs for the first eight months of 2001 compared to 2000.

The Public Affairs Office at MAFB estimates that the total economic impact of the military and civilian employment associated with the U.S. military in the region (including contracted dollars) in FY 2001 was \$1.101 billion (MAFB 2001).

#### **Job Composition**

The labor force level for the City of Montgomery was 95,961 in 2000 (U.S. Bureau of the Census [USBC] 2002g). The 2000 labor force for Montgomery County during the same year was 105,108. Sixty percent of these jobs were concentrated in the retail and services industries. Table 3-5 lists the distribution of employment by industrial sector.

According to the Montgomery Chamber of Commerce, there are approximately 12,000 businesses located in the Montgomery MSA. Table 3-6 lists the region's ten largest employers.

**Table 3-5 Distribution of Employment by Industrial Sector, City of Montgomery,  
2000 Industrial Sector Number of Jobs Percent**

Industrial Sector	Number of Jobs	Percent
Agriculture	397	0.5
Construction	4,270	4.9
Manufacturing	6,957	8.0
Wholesale Trade	2,790	3.2
Retail Trade	10,225	11.8
Transportation and Utilities	5,839	6.7
Finance, Insurance, and Real Estate	7,018	8.1
Services	38,790	44.7
Government	10,255	12.1

Source: USBC 2002g.

**Table 3-6 Top Ten Major Employers in the Montgomery Region Employer (Overall Rank)**

Employer (Overall Rank)	Number of Employees
1. Maxwell-Gunter Air Force Base	12,700
2. State of Alabama	9,500
3. Baptist Health Systems	4,300
4. Montgomery Public Schools	3,700
5. City of Montgomery	2,500
6. ALFA Insurance Companies	2,170
7. Jackson Hospital and Clinic, Inc.	1,300
8. Rheem Water heaters	1,150
9. Baptist Medical Center South	980
10. Regions Bank	977

Source: Montgomery Area Chamber of Commerce, 2004.

### Earnings

Average annual wages vary in Alabama due to factors such as the type of jobs available, the different industrial composition of the counties, the mix between seasonal and year-round work, and the extent of union activity. Many of the jobs in Montgomery County provide relatively high wages, resulting in an annual average wage of \$29,127 in 2000—ranked tenth highest among the 67 counties in the state. Alabama’s average annual wage was \$28,280 in 2000. The annual average wage for the Montgomery MSA was \$28,245 (U.S. Department of Commerce, Bureau of Economic Analysis 2001).

Per capita income is a broader measure of financial strength for the residents of a county, including resources such as dividends, rents, and government transfer payments, as well as wages. Montgomery County was ranked fourth out of 67 counties in Alabama with a per capita income level of \$27,313.

### Unemployment

Review of unemployment rates for 2000 reveal that both the City of Montgomery and Montgomery County had unemployment rates above those of the State of Alabama (Table 3-7). In 2000, the annual average unemployment rate for Montgomery County was among the lowest of all counties in Alabama.

**Table 3-7 Unemployment Rates for City of Montgomery, Montgomery County, and State of Alabama: 2000**

Year	City of Montgomery	Montgomery County	State of Alabama
2000	4.2 percent	4.0 percent	3.7 percent

Source: USBC 2002g

## **3.10 ENVIRONMENTAL JUSTICE AND PROTECTION OF CHILDREN**

### **3.10.1 Definition of Resource**

In 1994, EO 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, was issued to focus attention of Federal agencies on human health and environmental conditions in minority and low-income communities. In addition, EO 12898 aims to ensure that disproportionately high and adverse human health or environmental effects on these communities are identified and addressed.

In order to provide a thorough environmental justice evaluation, this section gives particular attention to the distribution of race and poverty status in areas potentially affected by implementation of the Proposed Action. For purposes of this analysis, minority and low-income populations are defined as follows:

- *Minority Populations:* Persons of Hispanic origin, Blacks, American Indians and Alaska Natives, Asians, Native Hawaiian and Other Pacific Islanders, as well as those individuals who categorized themselves as "two or more races" or "some other race" on the Census 2000 questionnaire.
- *Low-Income Populations:* Persons living below the poverty level, based on U.S. Census Bureau intercensal data reported in the March 1999 Current Population Survey for individual counties.

Because children may suffer disproportionately from environmental health risks and safety risks, EO 13045, *Protection of Children from Environmental Health Risks and Safety Risks*, was issued in 1997. EO 13045 helps to ensure that Federal agencies' policies, programs, activities, and standards address environmental risks and safety risks to children. This section identifies the locations where numbers of children may be disproportionately high (e.g., schools, childcare center, family housing) in areas potentially affected by implementation of the Proposed Action.

### **3.10.2 Existing Conditions**

#### **3.10.2.1 Race and Poverty Status**

Population distribution data for Montgomery County, the City of Montgomery, and the State of Alabama are summarized in Table 3-8. The City of Montgomery has the highest percent minority population (52.9 percent), followed closely by Montgomery County at 51.7 percent and Alabama at 30.8 percent.

Table 3-9 compares populations of Montgomery County, the State of Alabama, and the United States that were below the poverty level in 1998, based on U.S. Census Bureau estimates. Data reveals that the percent of the population below the poverty level in Montgomery County (17.0 percent) was higher than the population below the poverty level statewide (15.7 percent). Both Montgomery County and the State of Alabama had higher levels than the general U.S. percentage of 13.3 percent.

**Table 3-8 Population Distribution: Montgomery County, City of Montgomery, and State of Alabama, 2000**

<b>Race Category</b>	<b>Montgomery County</b>	<b>Percent of Total Population</b>	<b>City of Montgomery</b>	<b>Percent of Total Population</b>	<b>Alabama</b>	<b>Percent of Total Population</b>
White	107,858	48.3	94,868	47.1	3,125,819	70.3
Black	108,146	48.4	99,631	49.4	1,150,076	25.9
American Indian and Alaskan Native	530	0.2	468	0.2	21,681	0.5
Asian	2,189	1.0	2,120	1.1	30,989	0.7
Native Hawaiian and Other Pacific Islander	67	0.0	66	0.0	1,059	0.0
Hispanic	2,665	1.2	2,484	1.2	75,830	1.7
Other <sup>1</sup>	2,055	0.9	1,931	1.0	41,709	2.0
<b>Total</b>	<b>223,510</b>	<b>100</b>	<b>201,568</b>	<b>100</b>	<b>4,447,100</b>	<b>100</b>

Source: USBC 2002e

<sup>1</sup> Census 2000 allowed respondents to define their race as either White, Black, American Indian and Alaska Native, Asian, Native Hawaiian and Other Pacific Islander, or Hispanic. In addition, respondents were allowed to report "Some other race" and were given the option of selecting two or more races (57 possible combinations). The "Other" category combines numbers for "Some other race" and all combinations of two or more races.

**Table 3-9 Poverty Status: Montgomery County, State of Alabama, and United States, 1998**

<b>Montgomery County</b>	<b>Percent Total Population</b>	<b>Alabama</b>	<b>Percent of Total Population</b>	<b>United States</b>	<b>Percent of Total Population</b>
35,840	17.0	681,788	15.7	35,573,858	13.3

Source: USBC 2002f



### **3.10.2.2 Protection of Children**

As required by EO 13045, this analysis includes an assessment of the potential for children to be disproportionately exposed to environmental health risks and safety risks. According to the MAFB Comprehensive Plan, as well as a field survey, there are no facilities adjacent to, or in the immediate area of, the Proposed Action that would contain disproportionate populations of children.

## **3.11 HAZARDOUS MATERIALS AND WASTES**

### **3.11.1 Definition of Resource**

Hazardous materials and hazardous waste are defined and categorized by numerous environmental statutes as substances with physical properties of ignitability, corrosivity, reactivity, concentration, or toxicity that may cause or contribute significantly to an increase in mortality, serious irreversible illness, or incapacitating reversible illness, or pose a substantial threat to human health or the environment. To protect people and the environment from potentially harmful releases of hazardous substances, and pursuant to Federal and state laws, The Executive Branch (Executive Order 12088) and the Department of Defense (DoD Instruction 4150.7) have directed that all military departments develop and implement hazardous materials and hazardous waste management procedures to safeguard the environment.

The U.S. Air Force, through Air Force Policy Directive (AFPD) 32-70, *Environmental Quality*, establishes the policy that the Air Force is committed to environmentally sound practices including: cleaning up environmental damage from past activities; meeting all environmental standards applicable to present operations; planning future activities to minimize environmental impacts; managing responsibly any natural and cultural resources it holds in public trust; and eliminating pollution from its activities wherever possible. AFPD 32-70 and the Air Force Instructions (AFI) series 32-7000 incorporate the requirements of all Federal regulations, DoD Directives, and other AFIs for the management of hazardous materials and hazardous wastes.

### **3.11.2 Existing Conditions**

The Environmental Section at MAFB (Maxwell Support Division Civil Engineering Environmental Section [MSD/CEV]) is responsible for the management of hazardous materials and wastes for the entire installation. A Hazardous Materials Program has been instituted to oversee, and to the maximum extent possible minimize, the procurement, use, and disposal of hazardous materials. MAFB qualifies as a large quantity generator of hazardous waste under the Resource Conservation and Recovery Act (RCRA). There is one Hazardous Waste Manager assigned to the Environmental Section and all matters concerning hazardous waste are managed through this individual. Disposal of hazardous waste is arranged through a Defense Reutilization Marketing Office (DRMO) service contract wherein licensed hazardous waste contractors remove and dispose of the waste, and DRMO maintains all hazardous waste documentation in accordance with pertinent

regulations. The Environmental Section has developed the following specific plans to manage both hazardous materials and hazardous wastes at MAFB.

*Hazardous Materials.* A user-friendly, simple-to-follow guide for ordering, using, and disposing of hazardous materials at MAFB is used by the Environmental Section. This guide, entitled *Hazmats Made Easy, (Maxwell AFB Hazardous Materials Management Guide)* (MAFB 2004a), incorporates the procedures and standards contained in AFI 32-7086 that govern management of hazardous materials throughout the U.S. Air Force. It applies to all Air Force personnel who authorize, procure, use or dispose of hazardous materials and to those who manage, monitor, or track any of those activities.

*Hazardous Waste.* The Environmental Section, pursuant to AFI 32-7042, maintains a *Hazardous Waste Management Plan, 42 ABW Plan 32-10* (MAFB 2005a). This plan provides guidance to MAFB personnel on the proper handling, storage, and disposal of hazardous waste and implements the USEPA “cradle-to-grave” management controls for hazardous waste.

*Asbestos.* AFI 32-1052 mandates that installations develop an asbestos management plan to reduce the potential of personal exposure to potentially hazardous levels of airborne asbestos fibers and to maintain compliance with pertinent asbestos regulations. The Environmental Section maintains an *Asbestos Management and Operations Plan*, (MAFB 2005) to meet these requirements.

*Lead-Based Paint.* Pursuant to U.S. Air Force requirements, the Environmental Section maintains a *Lead-Based Paint Management Plan*, that provides guidance for identifying, evaluating, managing, and abating lead-based paint hazards (MAFB 2004b).

*Pollution Prevention.* AFI 32-7080 implements the regulatory requirements of several federal statutes for the reduction or prevention of pollution by mandating the development of installation Pollution Prevention Management Plans. In furtherance of this requirement, the Environmental Section has developed the *Pollution Prevention Management Action Plan, 42 ABW Plan 32-12* (MAFB 2004c) and the *Oil and Hazardous Materials Spill/Prevention and Response Plan, 42 ABW Plan 32-11* (MAFB 2005b).

*Solid Waste Management.* MAFB has implemented a Solid Waste Management Plan for the proper disposal of non-hazardous solid waste generation on the installation. There are no solid waste landfills in use at MAFB, so all non-hazardous solid waste is collected and disposed of by licensed private contractors at either the North Montgomery Municipal Landfill or a permitted private landfill. Yard waste is collected and transported to a compost facility on the installation. Recyclable materials are collected and transported by a private contractor to a commercial recycling center or DRMO (MAFB 2000).

The primary types of hazardous waste generated at MAFB include medical waste, adhesives, paint-related wastes, solvents, batteries, contaminated absorbents from spill cleanup, oil filters, and corrosive liquids.

#### **3.11.2.1 Installation Restoration Program**

This section describes activities in the vicinity of the Proposed Action that are part of the MAFB Installation Restoration Program (IRP). The status of environmental restoration and associated compliance programs at Maxwell is documented in the *Installation Restoration Program Management Action Plan*, or IRP MAP (MAFB 2002). The IRP is managed by a Project Team led by the IRP Remedial Project Manager from the 42d Mission Support Group. The team includes representatives from EPA Region 4 and the ADEM, and the various parties strive to work together to address contamination generated from both on-base and off-base sources. The Project Team meets quarterly or on an as-needed basis.

The IRP requires each DoD installation to identify, investigate, and clean up hazardous waste disposal or release sites. According to the MAFB IRP MAP (MAFB 2002), MAFB has 32 IRP sites. Table 3-10 lists the MAFB IRP sites and their current status.

**Table 3-10 Status of IRP Sites on MAFB**

<b>Site ID No.</b>	<b>Description</b>	<b>Status</b>
SS-004	Contaminated Groundwater (External Source).	ROD <sup>1</sup>
SS-007	Building 1037 Contaminated Groundwater	ROD
SS-008	Junk Yard Site	ROD
SS-011	Building 1063 Contaminated Groundwater	ROD
FT-002	Firing Training Area No. 2	ROD
LF-002	Landfill No. 2	ROD
LF-003	Landfill No. 3	ROD
LF-004	Landfill No. 4	ROD
LF-005	Landfill No. 5	ROD
LF-006	Landfill No. 6	ROD
SS-002	AVGAS <sup>2</sup> Chlorinated Solvents	ROD
SS-003	Building 913 Contaminated Groundwater	ROD
SS-006	Building 1048 Contaminated Groundwater	ROD
SS-009	U.S. Highway 31 Gas Station Spill Site	ROD
SS-010	Old Pipeline Fuel Contamination	RA <sup>3</sup>
ST-010	1100 Area Base Fuel Farm	RA
ST-011*	AVGAS System and Flightline Area	RA
DP-001	Electroplating Waste Disposal Area	NFRAP <sup>4</sup>
FT-001	Firing Training Area No. 1	NFRAP
LF-001	Landfill No. 1	NFRAP
SD-001	Surface Drainage System	NFRAP
SS-001	Civil Engineering Drum Storage Area	NFRAP
SS-005	Building 1000 Soil Contamination	NFRAP
ST-001	Building 1037 USTs	NFRAP
ST-002	Building 1130 UST	NFRAP
ST-003	Building 913 UST	NFRAP
ST-004	Building 1048 UST	NFRAP
ST-005	Building 1112 UST	NFRAP
ST-006	Building 714 UST	NFRAP
ST-007	Building 1245 Asphalt Storage Tank	NFRAP
ST-008	Runway Lighting Auxiliary Generator UST	NFRAP
ST-009	Building 668 USTs	NFRAP

Source: MAFB 2002.

Notes: <sup>1</sup> ROD – Record of Decision<sup>2</sup> AVGAS—Aviation Grade Gasoline<sup>3</sup> RA—Remedial Action<sup>4</sup> NFRAP—No Further Remedial Action Planned

\* IRP Sites of Interest to the Proposed Action

Only one of the IRP sites at MAFB is of interest in assessing potential impacts associated with the Proposed Action because of its proximity to the preferred construction site. It is SD-001 (Figure 3-5, Table 3-11).

**Table 3-11 Description of IRP sites in the Vicinity of the Proposed Action**

IRP Site No.	Description and Status
<ul style="list-style-type: none"> <li><b>SD-001</b></li> </ul>	<p>Surface Drainage System. The site is in the final stages of closeout as an IRP site and should be achieved by the end of fiscal year (FY) 2005. The risks identified for SD-001 is associated with non-point source discharge contributions from adjacent non-DoD sources and from ongoing base grounds keeping and stormwater management activities. The site is not associated with historical CERCLA spills or releases. SD-001 borders Washington Ferry Road along the north side for approximately 175 feet. It is anticipated that with additional rounds of sediment and surface water sampling for non-point source discharges, the site will be removed from the IRP list.</p>

Source: MAFB 2002, MAFB 2004f.

### **3.12 UTILITIES**

#### **3.12.1 Definition of Resource**

Utilities consist of land, facilities, structures, energy, and services necessary to perform required operations. This assessment presents baseline conditions, including current consumption levels, for electricity and natural gas, potable water, wastewater, and solid waste management.

#### **3.12.2 Existing Conditions**

##### **3.12.2.1 Electricity and Natural Gas**

MAFB receives electricity from an Alabama Power Company substation located near the installation. MAFB is a “Priority 1” customer for the Alabama Power Company, which ensures that the installation would receive electrical service in the event that peak demands limit the ability of Alabama Power to supply service to all its customers. There are no daily limits imposed on MAFB for electrical consumption (MAFB 2004d).

Natural gas is provided to MAFB by the Alabama Gas Corporation (ALAGASCO). There are no daily limits imposed on MAFB for natural gas consumption (MAFB 2004d).

##### **3.12.2.2 Water**

MAFB obtains its potable water from the City of Montgomery, which obtains water from both groundwater and surface water sources. Three aquifers are accessed via well fields located in various locations in the city. The Tallapoosa River is the sole source of surface water used by the City of Montgomery for potable water. There are no daily limits imposed on MAFB for water consumption (MAFB 2004d).

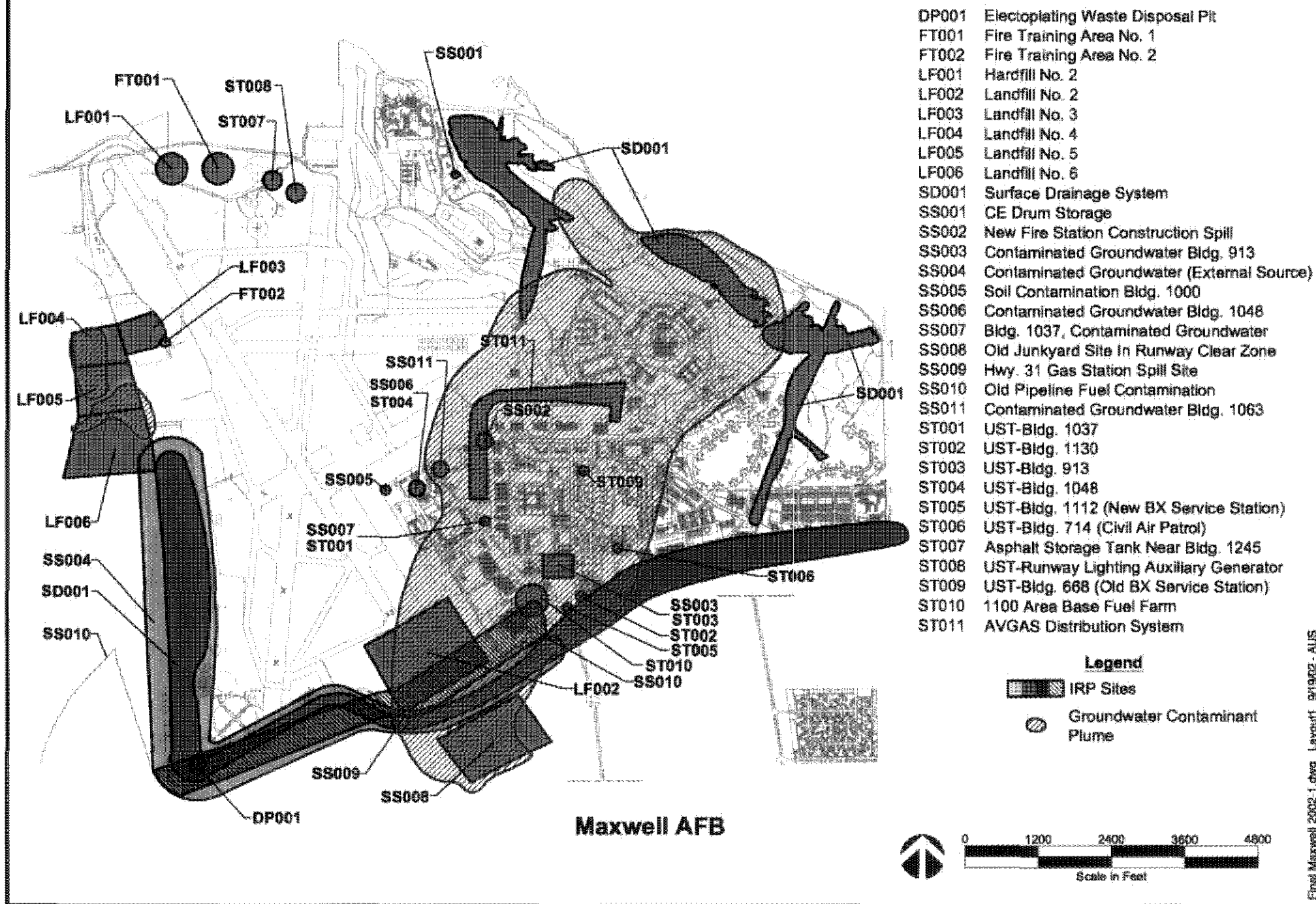
**3.12.2.3 Wastewater**

The Towassa Wastewater Treatment Plant provides tertiary treatment to MAFB. The treatment plant is operated and maintained by the City of Montgomery. The plant has a capacity of 21 million gallons per day (MGD) and records an annual average of 10 MGD (City of Montgomery 2004a).

**3.12.2.4 Solid Waste Management**

Solid waste generated at MAFB is either recycled or disposed of in the North Montgomery City Landfill located west of MAFB. This 400-acre landfill began operation in 1980 and incorporates lined cells for garbage refuse and unlined cells for construction debris and other “dry” refuse. As of 2002, the landfill had an estimated 19 years of remaining operating life (City of Montgomery 2004b).

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**Figure 3-5**





## 4 ENVIRONMENTAL CONSEQUENCES

Resource analysis presented in this section is based on an examination of the potential effects of the Proposed Action and the No-Action Alternative (described in Section 2) on existing environmental conditions (described in Section 3). The discussion of potential environmental consequences follows the sequence of existing environmental conditions, as presented in Section 3.

### 4.1 AIR QUALITY

#### 4.1.1 Approach to Analysis

Criteria pollutant emissions resulting from proposed construction activities at the MAFB have been evaluated for the Proposed Action and No-Action Alternative. Air quality impacts would be significant if emissions associated with the Proposed Action or No-Action Alternative would: 1) increase ambient air pollution concentrations above the NAAQS; 2) contribute to an existing violation of the NAAQS; 3) interfere with, or delay timely attainment of the NAAQS; or 4) impair visibility within Federally mandated PSD Class I areas. Additionally, a conformity analysis would be required before initiating any action that might lead to nonconformance of a SIP or an exceedance of *de minimis* criteria pollutant thresholds, or that might contribute to a violation of the NAAQS.

#### 4.1.2 Impacts

##### 4.1.2.1 Proposed Action

###### Construction Emissions

Construction activities associated with the Proposed Action at MAFB would result in minor, temporary increases in criteria pollutant emissions. Specifically, emissions from construction and construction-related vehicles used during facility construction activities would increase. In addition, fugitive dust (i.e., PM<sub>10</sub>) would increase as a result of surface disturbances (e.g., grading and vegetation removal) associated with construction activities. However, there would be no long-term increase in mobile or stationary source emissions at the installation due to the Proposed Action. Neither the duration nor frequency of mission activities would change.

Construction-related emissions as a result of implementation of the Proposed Action would temporarily impact local air quality. However, vehicle emissions generated by proposed construction activities would be temporary and short-term; no long-term increases in vehicle emissions would occur. Emissions associated with construction-related vehicles and equipment would be negligible, as most vehicles would be driven to and kept at the affected site until construction was complete.

Fugitive dust generated from proposed construction activities would temporarily impact local air quality. However, fugitive dust generated by proposed construction activities would be temporary and short-term; no long-term increases in fugitive dust would occur.

Additionally, increases in PM<sub>10</sub> would be moderated through Best Management Practices (BMPs), including watering of exposed soils, soil stockpiling, and soil stabilization, thereby limiting the total quantity of fugitive dust emitted during the construction period.

Implementation of the Proposed Action would not lead to an exceedance of *de minimis* thresholds and estimated criteria pollutant emissions would not violate the NAAQS; determination of conformity to the Alabama SIP is not required. In addition, implementation of the Proposed Action would not impair visibility within a PSD Class I area as no PSD Class I areas are located within the vicinity of the Proposed Action. Therefore, no significant impacts to air quality would occur as a result of implementation of the Proposed Action.

#### **4.1.2.2 No-Action Alternative**

Under the No-Action Alternative, proposed short-term construction activities would not occur. Baseline air quality, as described in Section 3.1, would remain unchanged. Therefore, no significant impacts to air quality would occur as a result of implementation of the No-Action Alternative.

### **4.2 NOISE**

#### **4.2.1 Approach to Analysis**

Noise impacts as a result of implementation of the Proposed Action at MAFB have been evaluated to the degree to which they would affect the baseline noise environment, as described in Section 3.2. Potential changes in the noise environment can be beneficial (i.e., if the number of sensitive noise receptors exposed to unacceptable noise levels is reduced); negligible (i.e., if the total area exposed to unacceptable noise levels is essentially unchanged); or adverse, (i.e., if they result in increased exposure to unacceptable noise levels).

#### **4.2.2 Impacts**

##### **4.2.2.1 Proposed Action**

Under the Proposed Action, minor, temporary impacts to the noise environment in the vicinity of the proposed construction site would occur. The use of heavy equipment for site preparation and development (e.g., grading and back fill) could potentially generate noise levels above average ambient noise levels. However, noise levels would be typical of standard construction activities; would cease with the completion of proposed construction activities; and would only occur during normal working hours (i.e., between 7:00 A.M. and 5:00 P.M., Monday through Friday). Furthermore, sound levels could be reduced through the use of equipment sound mufflers.

Generally, the average sound level produced by construction activities would be approximately 85 A-weighted decibels (dBA) at a distance of 50 feet (USEPA 1971). However, as the nearest noise-sensitive receptor (a single family residence) is located approximately 75 feet from the site of the Proposed Action, no appreciable noise impacts

to sensitive residential areas would occur. In addition, the operation and use of the proposed facility would not generate significant noise levels above existing levels and the noise environment in the vicinity of the Proposed Action would continue to be dominated by aircraft and vehicular traffic. Therefore, no significant impacts to the noise environment as a result of implementation of the Proposed Action would occur.

#### **4.2.2.2 No-Action Alternative**

Under the No-Action Alternative, proposed construction would not occur. The baseline noise environment, as described in Section 3.2, would remain unchanged. Therefore, no significant impacts to noise would occur as a result of implementation of the No-Action Alternative.

### **4.3 LAND USE**

#### **4.3.1 Approach to Analysis**

Significance of potential land use impacts is based on the level of land use sensitivity in areas affected by a Proposed Action. In general, land use impacts would be significant if they would: 1) be inconsistent or in non-compliance with applicable land use plans or policies; 2) preclude the viability of an existing land use activity; 3) preclude continued use or occupation of an area; or 4) be incompatible with adjacent or vicinity land use to the extent that public health or safety is threatened.

#### **4.3.2 Impacts**

##### **4.3.2.1 Proposed Action**

Implementation of the Proposed Action would result in beneficial impacts to land use at MAFB. Use of the site selected for the Proposed Action is in accordance with the adopted Comprehensive Plan for MAFB and all project components will be designed and sited to be compatible with existing base land use. As described in Section 4.2.2.1, Noise, construction noise levels would be similar to typical construction noise, would last only the duration of construction activities, and could be reduced through the use of equipment sound mufflers and restricted hours of construction. Therefore, impacts to land use would not be significant.

##### **4.3.2.2 No-Action Alternative**

Under the No-Action Alternative, proposed construction would not occur. Baseline land use, as described in Section 3.3, would remain unchanged. Therefore, no significant impacts to land use would occur as a result of implementation of the No-Action Alternative.

### **4.4 GEOLOGICAL RESOURCES**

#### **4.4.1 Approach to Analysis**

The protection of unique geologic features, minimization of soil erosion, and the location of facilities in relation to potential geologic hazards are considered when evaluating

impacts of a Proposed Action. Generally, impacts on geological resources are not significant if proper construction techniques and erosion control measures are implemented to minimize or mitigate short and long-term disturbance to soils and to overcome limitations imposed by earth resources.

#### **4.4.2 Impacts**

##### **4.4.2.1 Proposed Action**

###### Geological Resources

Construction activities associated with the Proposed Action would not significantly affect the geologic units underlying the installation as no unique geologic features or geologic hazards are present. Although ground disturbance would occur at the installation during construction, the construction would occur over previously disturbed surfaces. In addition, while proposed construction activities would require some minimal grading, no significant topographic features would be affected as a result of development associated with the Proposed Action. Therefore, no significant impacts to geological resources would occur as a result of implementation of the Proposed Action.

###### Soils

Soils would be disturbed during grading activities associated with proposed construction. However, implementation of BMPs during construction would reduce impacts to soils associated with grading and clearing activities. In addition, standard erosion control measures (e.g., silt fencing, sediment traps, application of water sprays, and revegetation of disturbed soils) would be implemented to reduce potential impacts related to these characteristics. Therefore, no significant impacts to soils would occur as a result of implementation of the Proposed Action.

##### **4.4.2.2 No-Action Alternative**

Under the No-Action Alternative, proposed short-term construction activities would not occur. There would be no construction or ground-disturbing activities. As a result, baseline conditions for geological resources and soils would remain unchanged. Therefore, no significant impacts to geological resources or soils would occur as a result of implementation of the No-Action Alternative.

#### **4.5 WATER RESOURCES**

##### **4.5.1 Approach to Analysis**

The analysis of water resources includes all surface and groundwater resources at the installation as well as watershed areas affected by existing and potential runoff. Significant impacts to water resources could potentially occur if the Proposed Action resulted in changes to water quality or supply; threatened or damaged unique hydrologic characteristics; endangered public health by creating or worsening health hazards; or violated established laws or regulations. Impacts of flood hazards on Proposed Actions

would be significant if such actions are proposed in areas with high probabilities of flooding. Potential impacts to wetlands are discussed in Section 4.6, Biological Resources.

## **4.5.2 Impacts**

### **4.5.2.1 Proposed Action**

#### Surface Water

Under the Proposed Action, proposed construction activities would result in a temporary increase in total suspended particulate matter (i.e. sedimentation) to nearby surface water. To minimize potential impacts, BMPs (see Section 4.4.2.1, Soils, above) would be implemented during the construction period.

The Proposed Action would disturb more than one acre of land at MAFB. Therefore, the contractor would contact the ADEM Water Division and file a Notice of Registration for National Pollution Discharge Elimination System (NPDES) General Permit coverage. In addition, a Construction Best Management Practices Plan would be developed and implemented on-site for the duration of the construction period. Construction would have minor localized (i.e., site-specific) effects on surface water hydrology; however, BMPs would be incorporated during construction to minimize potential erosion, runoff, and sedimentation. Proposed construction activities would not occur within a 100-year floodplain zone.

Because the site of the Proposed Action is already nearly impervious, no appreciable net increase in stormwater discharge volumes and intensities are anticipated following completion of the Proposed Action. One structure (Building 77) contains an oil-water separator that will need to be removed prior to the Building demolition. However, no significant impacts would occur to surface water resources as a result of implementation of the Proposed Action.

#### Groundwater

Site disturbance and construction associated with the Proposed Action are not anticipated to affect groundwater resources. Construction operations would not reach depths that could affect groundwater resources. Therefore, no significant impacts would occur to groundwater resources as a result of implementation of the Proposed Action.

### **4.5.2.2 No-Action Alternative**

Under the No-Action Alternative, proposed short-term construction activities would not occur. Baseline surface water and groundwater conditions would remain unchanged. Therefore, no significant impacts to surface water or groundwater would occur as a result of implementation of the No-Action Alternative.

## **4.6 BIOLOGICAL RESOURCES**

### **4.6.1 Approach to Analysis**

Determination of the significance of potential impacts to biological resources is based on: 1) the importance (i.e., legal, commercial, recreational, ecological, or scientific) of the resource; 2) the proportion of the resource that would be affected relative to its occurrence in the region; 3) the sensitivity of the resource to proposed activities; and 4) the duration of ecological ramifications. Impacts to biological resources are significant if species or habitats of concern are adversely affected over relatively large areas or disturbances cause reductions in population size or distribution of a species of concern.

This section analyzes the potential for impacts to biological resources, such as habitat loss, from implementation of the Proposed Action or alternative. Analysis of on-base impacts focuses on whether and how ground-disturbing activities may affect biological resources.

### **4.6.2 Impacts**

#### **4.6.2.1 Proposed Action**

##### Vegetation and Forestry

Construction associated with the Proposed Action will require vegetation of previously disturbed areas. There are no sensitive vegetation in the area of the site.

##### Rare, Threatened, and Endangered Species

No Federally-listed endangered, threatened, or proposed species, or their designated critical habitat under the jurisdiction of the USFWS, occur at or in the vicinity of the Proposed Action (USFWS 2003). Furthermore, the Alabama Department of Conservation and Natural Resources concludes that the closest sensitive species to the Proposed Action is recorded as occurring 8.3 miles from the site of the Proposed Action (ADCNR 2002). Therefore, there would be no impacts to threatened or endangered species with implementation of the Proposed Action.

##### Wetlands

There are 29 wetlands, 6 streams and drainages, and 13 lakes and ponds delineated at MAFB (MAFB 2000). All of the wetlands occur within the 100-year floodplain primarily located along the low northern floodplain boundary of the base. No wetlands occur at or in the vicinity of the Proposed Action, therefore, no significant impacts would occur to wetlands as a result of implementation of the Proposed Action.

#### **4.6.2.2 No-Action Alternative**

Under the No-Action Alternative, construction activities associated with the Proposed Action would not occur. Baseline vegetation and forestry resources would remain

unchanged. In addition, no wetlands or Federally-listed endangered, threatened, or proposed species, or their designated critical habitat under the jurisdiction of the USFWS, or state-designated sensitive species, occur at or in the vicinity of the Proposed Action. Therefore, no significant impacts to biological resources would occur as a result of implementation of the No-Action Alternative.

#### **4.7 TRANSPORTATION AND CIRCULATION**

##### **4.7.1 Approach to Analysis**

Impacts on transportation and circulation would be considered significant if the Proposed Action affected the safety and/or the capacity of roads at the installation and within the region. In addition, impacts would be considered significant if the Proposed Action increased the potential for traffic disruption or congestion along regional and local transportation corridors.

##### **4.7.2 Impacts**

###### **4.7.2.1 Proposed Action**

###### Construction Impacts

Proposed construction activities would require the delivery of construction equipment and materials to the installation. However, construction traffic would constitute a small portion of the total existing traffic volume in the region and at the installation. The majority of vehicles used for construction activities would be driven to the construction site and kept onsite for the duration of construction, resulting in only a small increase in vehicle trips. In addition, increases in traffic volumes associated with construction activities would be temporary. Upon completion of construction, no long-term impacts to off-base transportation systems would occur.

Implementation of proposed construction at the installation would result in minor, temporary impacts to on-base traffic circulation as a result of increased traffic associated with construction vehicles. However, these impacts would be short-term and would not have a significant impact on the installation's transportation network.

###### Operational Impacts

From an operational standpoint, the Proposed Action would result in beneficial impacts to vehicle circulation and safety. However, the increase in traffic levels would not significantly affect safety and/or the capacity of roads at the installation and within the region (MAFB 2004e). Therefore, no significant impacts to transportation and circulation would occur as a result of implementation of the Proposed Action.

###### **4.7.2.2 No-Action Alternative**

Under the No-Action Alternative, proposed construction activities would not occur. Baseline transportation and circulation conditions, as described in Section 3.7, would



remain unchanged. Therefore, no significant impacts to transportation and circulation would occur as a result of implementation of the No-Action Alternative.

## **4.8 CULTURAL RESOURCES**

### **4.8.1 Approach to Analysis**

Cultural resources are subject to review under both Federal and state laws and regulations. Section 106 of the National Historic Preservation Act of 1966 empowers the Advisory Council on Historic Preservation to comment on Federally initiated, licensed, or permitted projects affecting cultural sites listed or eligible for inclusion on the NRHP. Once cultural resources have been identified, significance evaluation is the process by which resources are assessed relative to significance criteria for scientific or historic research, for the general public, and for traditional cultural groups. Only cultural resources determined to be significant (i.e., eligible for the NRHP) are protected under the National Historic Preservation Act.

Analysis of potential impacts to cultural resources considers both direct and indirect impacts. Direct impacts may occur by: 1) physically altering, damaging, or destroying all or part of a resource; 2) altering characteristics of the surrounding environment that contribute to resource significance; 3) introducing visual, audible, or atmospheric elements that are out of character with the property or alter its setting; or 4) neglecting the resource to the extent that it deteriorates or is destroyed. Direct impacts can be assessed by identifying the type and location of the Proposed Action and by determining the exact locations of cultural resources that could be affected. Indirect impacts primarily result from the effects of project-induced population increases and the resultant need to develop new housing areas, utilities services, and other support functions necessary to accommodate population growth. These activities and facilities' subsequent use can disturb or destroy cultural resources.

### **4.8.2 Impacts**

#### **4.8.2.1 Proposed Action**

The proposed construction would take place in an area previously disturbed by urban development. No archaeological sites or architectural resources are known to exist at or in the vicinity of the Proposed Action. Therefore, no significant impacts to cultural resources would occur as a result of implementation of the Proposed Action.

The installation's CRMP notes that, due to the nature of historic properties and the current methodological limitations of cultural resources surveys, all archaeological sites at MAFB and its associated lands may not have been discovered during prior surveys. Some properties may be discovered during the construction or implementation of an activity that has been approved. The CRMP mandates that if archaeological sites are discovered during the construction or implementation of an activity, all work in the area of the suspected site must cease and the MAFB Historic Preservation Officer must be notified immediately by telephone for consultation and appropriate action (MAFB 1999).

#### **4.8.2.2 No-Action Alternative**

Under the No-Action Alternative, proposed construction activities would not occur. Baseline cultural resource conditions would remain unchanged. Therefore, no significant impacts on cultural resources would occur as a result of implementation of the No-Action Alternative.

### **4.9 SOCIOECONOMICS**

#### **4.9.1 Approach to Analysis**

Significance of population and expenditure impacts are assessed in terms of their direct effects on the local economy and related effects on other socioeconomic resources within the region. Socioeconomic impacts would be considered significant if the Proposed Action resulted in a substantial shift in population trends, or notably affected regional employment, spending and earning patterns, or community resources.

#### **4.9.2 Impacts**

##### **4.9.2.1 Proposed Action**

The Proposed Action is not expected to have any significant impacts on the socioeconomic condition of the installation or community.

##### **4.9.2.2 No-Action Alternative**

Under the No-Action Alternative, proposed construction activities would not occur. Baseline socioeconomic conditions would remain unchanged. Therefore, no significant impacts to socioeconomic conditions would occur as a result of implementation of the No-Action Alternative.

### **4.10 ENVIRONMENTAL JUSTICE AND PROTECTION OF CHILDREN**

#### **4.10.1 Approach to Analysis**

In order to comply with EO 12898, *Federal Actions to Address Environmental Justice in Minority and Low-Income Populations*, ethnicity and poverty status in the vicinity of the Proposed Actions have been examined and compared to city, county, and state data to determine if any minority or low-income communities could potentially be disproportionately affected by implementation of the Proposed Actions or alternatives. Similarly, to comply with EO 13045, *Protection of Children From Environmental Health Risks and Safety Risks*, the locations where numbers of children may be proportionally high on and in the vicinity of the Proposed Actions was determined to ensure that environmental risks and safety risks to children are addressed.

Three criteria must be met for impacts to minority and low income communities or children to be considered significant. 1) There must be one or more populations within the ROI. 2) There must be adverse (or significant) impacts from the Proposed Actions. 3) The environmental justice populations within the ROI must bear a disproportionate

burden of those adverse impacts. If any of these criteria are not met, then impacts with respect to environmental justice or protection of children would not be significant.

#### **4.10.2 Impacts**

##### **4.10.2.1 Proposed Action**

Under the Proposed Actions, construction activities would be limited to the proposed site shown in Figure 1-2. Analyses of resource areas conclude that populations (including minority and low-income populations) within and outside the installation would not be significantly impacted. Therefore, implementation of the Proposed Actions would not disproportionately impact minority or low-income populations.

Implementation of the Proposed Actions would not result in environmental health risks or safety risks to children, as no housing or facilities for children exist adjacent to or in the immediate vicinity of the Proposed Actions. Therefore, no significant impacts to children from health risks or safety risks would occur as a result of implementation of the Proposed Actions.

##### **4.10.2.2 No-Action Alternative**

Under the No-Action Alternative, proposed activities would not occur. Baseline conditions would remain unchanged. Therefore, no significant impacts to environmental justice conditions would occur, nor would children be disproportionately exposed to increased health or safety risks as a result of implementation of the No-Action Alternative.

#### **4.11 HAZARDOUS MATERIALS AND WASTES**

##### **4.11.1 Approach to Analysis**

Federal, state, and local laws regulate the storage, disposal, and transportation of hazardous materials and wastes. These laws have been established to protect human health and the environment from potential impacts. The significance of impacts associated with hazardous wastes and materials is based on the toxicity of the substance, transportation and storage risk, and the method of waste disposal. Impacts are considered significant if the storage, use, transportation, or disposal of these substances increases human health risks or environmental exposure.

#### **4.11.2 Impacts**

##### **4.11.2.1 Proposed Action**

The Proposed Action is not expected to have an impact on the management of hazardous materials at MAFB. During the construction period, the construction contractor would be responsible for notifying the installation in advance of bringing any hazardous materials on the installation. Furthermore, the construction contractor would be responsible for disposing of any hazardous materials used on the site during construction activities.

Solid waste would be managed in accordance with the MAFB Integrated Solid Waste Management Plan (MAFB 2003). All non-hazardous waste would be collected and disposed of by licensed private contractors at the North Montgomery Municipal landfill.

There is only one IRP site within the proximity of the Proposed Action. The site is in the final stages of closeout as an IRP site and should be achieved by the end of fiscal year (FY) 2005. The risks identified for SD-001 is associated with non-point source discharge contributions from adjacent non-DoD sources and from ongoing base grounds keeping and stormwater management activities. The site is not associated with historical CERCLA spills or releases. SD-001 borders Washington Ferry Road along the north side for approximately 175 feet. It is anticipated that with additional rounds of sediment and surface water sampling for non-point source discharges, the site will be removed from the IRP list.

In addition, one underground storage tank (UST) is located within the proposed area. A UST is located on the lot where Building 78 previously existed, prior to demolition. The UST was filled on site in March of 1995. A No Further Action (NFA) was issued by the Alabama Department of Environmental Management (ADEM) on May 2, 1995. Therefore, no significant impacts to hazardous materials and wastes would occur as a result of the implementation of the Proposed Action.

Two buildings proposed for demolition (Building 519 and Building 77) contain lead-based paint. All lead-based paint removal and disposal will be conducted according to procedures found in the *Lead-Based Paint Management Plan* dated 2004. In addition, Building 79 also contains asbestos. Asbestos removal procedures are detailed in Section 7.1.5 of the Maxwell/Gunter Air Force Base Asbestos Operating Plan dated March 1, 2004. Any asbestos containing materials noted in the survey are to be removed in accordance with this plan and deposited in a landfill authorized to accept this type of waste prior to any demolition.

In order to minimize the threat of exposure to potentially contaminated soils at the site, if any soil contamination that is encountered as part of the Proposed Action would be properly segregated by the construction contractor and then sampled by representatives of the Environmental Section at MAFB. Sample results would determine whether soils can be reused on the site or require proper disposal off-site at a facility permitted to receive the soils pursuant to appropriate State of Alabama regulations. Furthermore, procedures to minimize dust during excavation and construction will be implemented on-site. Therefore, no significant impacts would occur as a result of implementing the Proposed Actions.

#### **4.11.2.2 No-Action Alternative**

Under the No-Action Alternative, no construction would occur at the site. Baseline hazardous material and waste conditions would remain unchanged and IRP sites in the vicinity of the project site would continue to be studied and remediated as appropriate

under the IRP. Therefore, there would be no impacts from hazardous materials and wastes with implementation of the No-Action Alternative.

## **4.12 UTILITIES**

### **4.12.1 Approach to Analysis**

The assessment of impacts to utilities is based on comparing existing use and condition to proposed changes in these resources. The analysis compares current utility usage for applicable functions with anticipated future demands to determine potential impacts. Potential impacts to utilities may occur if a change in demand resulting from the Proposed Action significantly affects the ability of a utility provider to service existing customers. Facilities, such as landfills, may be impacted if they are unable to effectively accommodate additional demands resulting from a proposed activity.

### **4.12.2 Impacts**

#### **4.12.2.1 Proposed Action**

##### Electricity

There are no daily limits imposed on MAFB for electrical consumption (MAFB 2004d). Furthermore, MAFB is a “Priority 1” customer for the Alabama Power Company, which ensures that the installation would receive electrical service in the event that peak demands limit the ability of Alabama Power to supply service to all its customers.

##### Natural Gas

There are no daily limits imposed on MAFB for natural gas consumption (MAFB 2004d).

##### Water

There are no daily limits imposed on MAFB for potable water consumption (MAFB 2004d).

##### Wastewater

Wastewater from MAFB is sent to the Towassa Wastewater Treatment Plant in the City of Montgomery. The plant has a capacity of 21 MGD yet receives an average of only 10 MGD (City of Montgomery 2004a). Given the existing excess operating capacity of the Towassa Wastewater Treatment Plant an increase in wastewater produced under the Proposed Actions would not likely adversely impact the Towassa Wastewater Treatment Plant.

##### Solid Waste Management

Solid waste generated at MAFB is either recycled or disposed of in the North Montgomery City Landfill located west of MAFB. As of 2004, the landfill had an estimated 19 years of remaining operating life (City of Montgomery 2004b). Given the

expected lifespan of 19 years for the landfill, the facility has ample capacity to support the minor increase in overall solid waste levels generated by the proposed construction activities. Therefore the Proposed Actions will not have any significant impact on utilities. Baseline conditions for utility resources would remain unchanged.

#### **4.12.2.2 No-Action Alternative**

Under the No-Action Alternative, proposed construction activities would not occur. Baseline conditions for utility resources would remain unchanged. Therefore, no significant impacts to utilities would occur as a result of implementation of the No-Action Alternative.

## 5 CUMULATIVE EFFECTS

This section provides: 1) a definition of cumulative effects; 2) a description of past, present, and reasonably foreseeable actions relevant to cumulative effects; and 3) a summary of cumulative effects potentially resulting from interaction of the Proposed Actions with other actions.

### 5.1 DEFINITION OF CUMULATIVE EFFECTS

Council on Environmental Quality regulations stipulate that potential environmental impacts resulting from cumulative impacts should be considered in an EA. Cumulative impacts are defined as “the incremental impacts of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency or person undertakes such other actions” (40 CFR 1508.7). Recent CEQ guidance in *Considering Cumulative Effects* (CEQ 1997) affirms this requirement, stating that the first steps in assessing cumulative effects involve defining the scope of the other actions and their interrelationship with the Proposed Actions. The scope must consider geographic and temporal overlaps among the Proposed Actions and other actions. It must also evaluate the nature of interactions among these actions. In accordance with NEPA, a discussion of cumulative impacts resulting from projects that are proposed, currently under construction, recently completed, or anticipated to be implemented in the near future is necessary.

To identify cumulative effects the analysis needs to address three fundamental questions:

1. Does a relationship exist such that affected resource areas of the Proposed Actions might interact with the affected resource areas of past, present, or reasonably foreseeable actions?
2. If one or more of the affected resource areas of the Proposed Actions and another action could be expected to interact, would the Proposed Actions affect or be affected by impacts of the other action?
3. If such a relationship exists, then does an assessment reveal any potentially significant impacts not identified when the Proposed Actions is considered alone?

### 5.2 PAST, PRESENT, AND REASONABLY FORESEEABLE ACTIONS

Several projects are planned at MAFB for FY 2005. MAFB maintains a list of all proposed projects for FY 2005, which include the FY 2005 operations and maintenance (O&M) program, work orders and projects on record (per discipline), the proposed housing program, and the Air Force approved military construction (MILCON) program for MAFB. However, currently the proposed projects for FY 2005 include 3 buildings proposed for demolition, upgrades and repairs to military family housing, and 63 O&M projects which include various base wide repairs and upgrades, and 5 MILCON projects

that are considered “out year” projects that would likely not be realized until 2006 through 2009.

### **5.3 CUMULATIVE EFFECTS ANALYSIS**

The following discussion describes how the impacts of other past, present, and reasonably foreseeable actions might be affected by those resulting from the Proposed Actions, and whether such relationships would result in potentially significant impacts not identified when the Proposed Actions is considered alone.

Temporary repair and construction projects are on-going at the installation. Temporary construction traffic associated with these projects would occur throughout the base although no long-term traffic impacts are expected since the projects would be spread throughout the base and would occur over the fiscal year.

Potential air quality impacts of each project are minor and would include only slight increases in levels of air pollution during the construction phase. However, air pollutant emissions for all projects are well below *de minimis* levels and would not represent significant cumulative impacts even if all construction were to occur in one year rather than spread out over several years.

The noise environment at the installation would continue to be dominated by aircraft and vehicular traffic; no cumulative construction noise impacts would result. No other impacts to common resources for any of the projects have been identified. Therefore, the effects of all identified projects would not result in significant cumulative impacts.



## **6 UNAVOIDABLE ADVERSE ENVIRONMENTAL IMPACTS**

Analysis of the resource areas contained in this EA concludes that no unavoidable adverse environmental impacts would result from the Proposed Actions or No-Action Alternative.

## **7 COMPATIBILITY OF THE PROPOSED ACTION AND ALTERNATIVE WITH THE OBJECTIVES OF FEDERAL, REGIONAL, STATE, AND LOCAL LAND USE PLANS, POLICIES, AND CONTROLS**

The Proposed Actions would not adversely impact the current or long-range planning goals influencing the local and regional communities. Furthermore, the Proposed Actions would fully comply with applicable Federal, state, and local plans, policies, and controls with respect to land use. In particular, the Proposed Actions would be required to adhere to the requirements of the State of Alabama's erosion and sedimentation control regulations throughout the construction process. In addition, land disturbing activities greater than one acre are required to obtain a land disturbing permit from ADEM.

## **8 RELATIONSHIP BETWEEN THE SHORT-TERM USE OF THE ENVIRONMENT AND LONG-TERM PRODUCTIVITY**

NEPA requires that environmental documentation include a statement on the relationship between local short-term uses of man's environment and the maintenance and enhancement of long-term productivity. Overall, the long-term productivity of the environment would be maintained with the implementation of the Proposed Actions or the No-Action Alternative.

The Proposed Actions would involve some minor short-term impacts associated with construction. All other impacts to the built and natural environment are deemed minimal. Therefore, the long-term productivity of the environment would not be appreciably affected by the implementation of the Proposed Action.

## **9 IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES**

NEPA also requires that an environmental analysis include identification of “any irreversible and irretrievable commitments of resources which would be involved in the Proposed Actions should it be implemented.” Irreversible and irretrievable resource commitments are related to the use of nonrenewable resources and the effects thereof on consumption or destruction of a resource that could not be replaced in a reasonable period of time. The construction on the proposed project will not result in any direct or indirect commitment of irreversible resources other than those associated with consumption of utilities.

Expenditures of electrical energy and other resources can be considered irreversible and, therefore, irretrievably committed to the proposed project.

## **10 SPECIAL PROCEDURES**

Impact evaluations presented in this EA have determined that no significant environmental impacts are expected to occur as a result of implementation of the Proposed Action or No-Action Alternative at MAFB. This determination is based upon a thorough review and analysis of existing environmental and human resource information, the application of accepted modeling methodologies, and coordination with knowledgeable personnel from the 42 ABW and local, state, and Federal agencies.

There would be no significant environmental and human resources impacts for all resource areas as a result of implementation of the Proposed Actions. Special procedures relevant to stormwater discharge (described in Section 4.5, Water Resources) and potential contamination (described in Section 4.11, Hazardous Materials and Wastes) are summarized below.

The Proposed Actions would disturb greater than one acre of land at MAFB. Therefore, the contractor would contact the ADEM Water Division and file a Notice of Registration for NPDES General Permit coverage. In addition, a Construction Best Management Practices Plan would be developed and implemented on-site for the duration of the construction period.

Review of documents describing the investigations and actions completed to date for the SD-001 site indicates that the site is in the final stages of closeout as an IRP site and should be achieved by the end of fiscal year (FY) 2005. The risks identified for SD-001 is associated with non-point source discharge contributions from adjacent non-DoD sources and from ongoing base grounds keeping and stormwater management activities. The site is not associated with historical CERCLA spills or releases. SD-001 borders Washington Ferry Road along the north side for approximately 175 feet. It is anticipated that with additional rounds of sediment and surface water sampling for non-point source discharges, the site will be removed from the IRP list.

## **11 REFERENCES**

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## 12 LIST OF PREPARERS

This report was prepared for, and under the direction of, Maxwell Air Force Base by Lanier Environmental Consultants, Inc. (LEC). Members of the professional staff are listed below:

Janet Lanier

*Registered Environmental Manager*

Keith Lowry, P.E.

*Project Engineer*

James K. Lee

*Environmental Technician*

Jonathan B. Mehaffey

*Environmental Scientist*

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## Appendix A

### Site Photographs





**Photograph 1: Buildings 514 (Left) and 515 (Right)**



**Photograph 2: Building 519**



**Photograph 3: Building 518**



**Photograph 4: Existing Gatehouse**





**Photograph 5: Building 77**



**Photograph 6: Building 79**



## Appendix B

### IICEP Correspondence



# **LEC** Maxwell Support Division

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March 17, 2005

Mr. Dave Davis  
Land Division-Environmental Assessments  
Alabama Department of Environmental Management  
P.O. Box 301463  
Montgomery, AL 36130-1463

RE: Construct of new Entry Control Facility (ECF) and Visitors Center  
Maxwell Air Force Base, Alabama

Dear Mr. Davis,

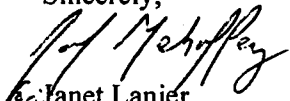
The United States Air Force is preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA). We are proposing to construct a new Entry Control Facility (ECF) and Visitors Center at Maxwell Air Force Base (MAFB), which would include new visitors parking, new asphalt driveway access, new sidewalks, and new guard and gatehouses. These new facilities would help to provide adequate and secure facilities that meet current Anti-Terrorism/Force Protection requirements. The proposed project area is located along Washington Ferry Road near the current Bell Street entrance gate and adjacent properties located on base.

The Proposed Action would require the demolition of five existing buildings. These structures include Buildings 514, 515, 519, 77, and 79. In addition, Building 518, which currently serves as a residential structure, will be renovated to accommodate the new Visitors Center facilities (see enclosures). As required by NEPA, the Air Force will also consider taking no action. Under the No Action Alternative, MAFB would continue to utilize the existing facilities. This would continue to leave an inadequate gate configuration that does not meet current Air Force Anti-Terrorism / Force Protection (ATFP) requirements.

We request your participation early in the process, and solicit any particular concerns or recommendations you may have in the area of this project including those regarding resources that may be of special interest to you. To facilitate cumulative impact analysis, we would also appreciate identification of major projects in the vicinity that may contribute to cumulative effects. Please send your environmental comments to the address listed below within 30 days.

Thank you for your assistance in this matter. If there are any questions, please contact me at 334-953-5757.

Sincerely,



Janet Lanier  
Environmental Manager  
MSD/CEV

JLL:cab  
Enclosures

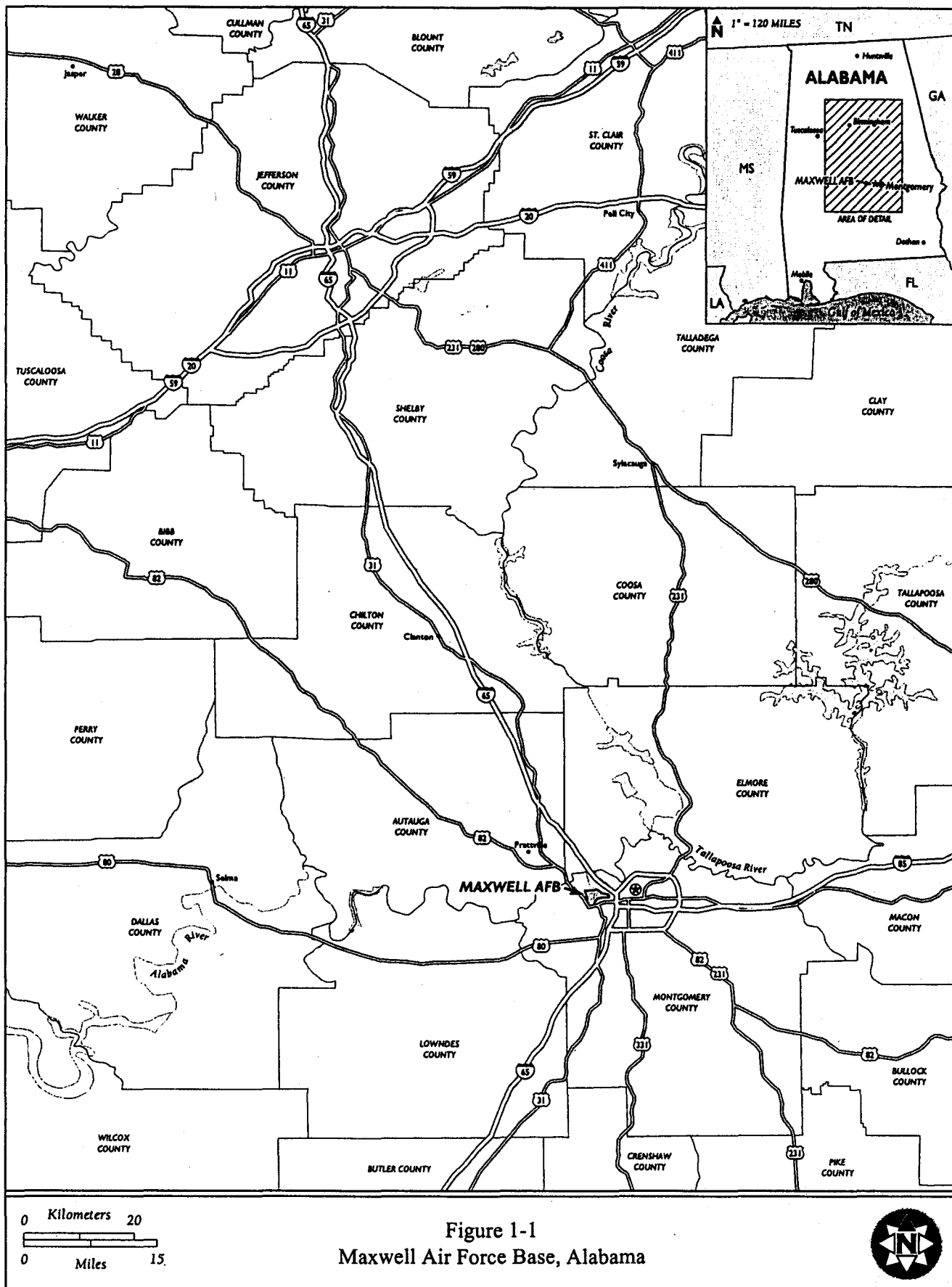


Figure 1-1  
Maxwell Air Force Base, Alabama



SOURCE: DEPARTMENT OF THE AIR FORCE  
AIR EDUCATION & TRAINING COMMAND COMPREHENSIVE PLAN

BUILDINGS TO BE DEMOLISHED

BUILDING TO BE RENOVATED

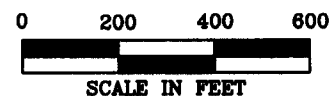


Figure 1-2

Project Location Map

Entry Control Facilities  
Environmental Assessment

DRAWN BY	WLR	CHECKED BY			IEC
		APPROVED BY			

# **LEC** Maxwell Support Division

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March 17, 2005

Ms. Stephanie Rolin, Tribal Administrator  
Poarch Band of Creek Indians  
5811 Jack Spring Road  
Atmore, AL 36502

RE: Construct of new Entry Control Facility (ECF) and Visitors Center  
Maxwell Air Force Base, Alabama

Dear Ms. Rolin,


The United States Air Force is preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA). We are proposing to construct a new Entry Control Facility (ECF) and Visitors Center at Maxwell Air Force Base (MAFB), which would include new visitors parking, new asphalt driveway access, new sidewalks, and new guard and gatehouses. These new facilities would help to provide adequate and secure facilities that meet current Anti-Terrorism/Force Protection requirements. The proposed project area is located along Washington Ferry Road near the current Bell Street entrance gate and adjacent properties located on base.

The Proposed Action would require the demolition of five existing buildings. These structures include Buildings 514, 515, 519, 77, and 79. In addition, Building 518, which currently serves as a residential structure, will be renovated to accommodate the new Visitors Center facilities (see enclosures). As required by NEPA, the Air Force will also consider taking no action. Under the No Action Alternative, MAFB would continue to utilize the existing facilities. This would continue to leave an inadequate gate configuration that does not meet current Air Force Anti-Terrorism / Force Protection (ATFP) requirements.

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Sincerely,



Janet Lanier  
Environmental Manager  
MSD/CEV

JLL:cab  
Enclosures

---

400 Cannon Street, Building 1060  
Maxwell AFB, AL 36112  
Tel.: 334-953-5260 • 334-396-4004

# **LEC**

Maxwell Support Division

March 17, 2005

Mr. Jon Hornsby, Environmental Coordinator  
Alabama Department of Conservation and Natural Resources  
6 N. Union Street  
Montgomery, AL 36104

RE: Construct of new Entry Control Facility (ECF) and Visitors Center  
Maxwell Air Force Base, Alabama

Dear Mr. Hornsby,

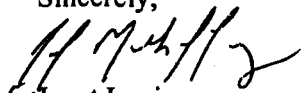
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Thank you for your assistance in this matter. If there are any questions, please contact me at 334-953-5757.

Sincerely,



Janet Lanier  
Environmental Manager  
MSD/CEV

JLL:cab  
Enclosures

# **LEC** Maxwell Support Division

---

March 17, 2005

Mr. Randall A. Estes, Division Engineer  
Alabama Department of Transportation, Sixth Division  
P.O. Box 8008  
Montgomery, AL 36110

RE: Construct of new Entry Control Facility (ECF) and Visitors Center  
Maxwell Air Force Base, Alabama

Dear Mr. Estes,

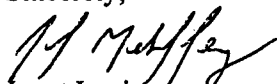
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We request your participation early in the process, and solicit any particular concerns or recommendations you may have in the area of this project including those regarding resources that may be of special interest to you. To facilitate cumulative impact analysis, we would also appreciate identification of major projects in the vicinity that may contribute to cumulative effects. Please send your environmental comments to the address listed below within 30 days.

Thank you for your assistance in this matter. If there are any questions, please contact me at 334-953-5757.

Sincerely,

  
For: Janet Lanier  
Environmental Manager  
MSD/CEV

JLL:cab  
Enclosures



# **LEC**

Maxwell Support Division

March 17, 2005

Mr. Bill Tucker, Executive Director  
Central Alabama Regional Planning and Development Commission  
125 Washington Ave, 3<sup>rd</sup>  
Montgomery, AL 36104

RE: Construct of new Entry Control Facility (ECF) and Visitors Center  
Maxwell Air Force Base, Alabama

Dear Mr. Tucker,

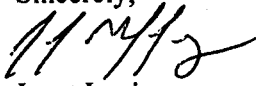
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Thank you for your assistance in this matter. If there are any questions, please contact me at 334-953-5757.

Sincerely,



for: Janet Lanier  
Environmental Manager  
MSD/CEV

JLL:cab  
Enclosures

# LEC

Maxwell Support Division

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March 17, 2005

Mr. A.D. Ellis, Muscogee National Chief  
Muscogee (Creek) Nation  
P.O. Box 580  
Okmulgee, OK 74447

RE: Construct of new Entry Control Facility (ECF) and Visitors Center  
Maxwell Air Force Base, Alabama

Dear Mr. Ellis,

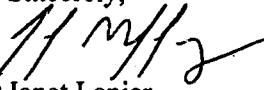
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Sincerely,

  
For: Janet Lanier  
Environmental Manager  
MSD/CEV

JLL:cab  
Enclosures

# **LEC** Maxwell Support Division

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March 17, 2005

Ms. Elizabeth Brown  
Alabama Historical Commission  
468 South Perry Street  
Montgomery, AL 36130

RE: Construct of new Entry Control Facility (ECF) and Visitors Center  
Maxwell Air Force Base, Alabama

Dear Ms. Brown,

The United States Air Force is preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA). We are proposing to construct a new Entry Control Facility (ECF) and Visitors Center at Maxwell Air Force Base (MAFB), which would include new visitors parking, new asphalt driveway access, new sidewalks, and new guard and gatehouses. These new facilities would help to provide adequate and secure facilities that meet current Anti-Terrorism/Force Protection requirements. The proposed project area is located along Washington Ferry Road near the current Bell Street entrance gate and adjacent properties located on base.

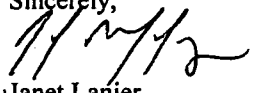
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We request your participation early in the process, and solicit any particular concerns or recommendations you may have in the area of this project including those regarding resources that may be of special interest to you. Please note your August 5, 2002 letter (Reference # AHC 02-1232), in which the SHPO has already concurred with the demolition of Building 79.

In order to facilitate the cumulative impact analysis, we would also appreciate identification of major projects in the vicinity that may contribute to cumulative effects. Please send your environmental comments to the address listed below within 30 days.

Thank you for your assistance in this matter. If there are any questions, please contact me at 334-953-5757.

Sincerely,

  
For: Janet Lanier  
Environmental Manager  
MSD/CEV

JLL:cab  
Enclosures

# **LEC** Maxwell Support Division

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March 17, 2005

Mr. Larry Goldman, Field Supervisor  
U.S. Fish and Wildlife Service  
P.O. Drawer 1190  
Daphne, AL 36526

RE: Construct of new Entry Control Facility (ECF) and Visitors Center  
Maxwell Air Force Base, Alabama

Dear Mr. Goldman,

The United States Air Force is preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA). We are proposing to construct a new Entry Control Facility (ECF) and Visitors Center at Maxwell Air Force Base (MAFB), which would include new visitors parking, new asphalt driveway access, new sidewalks, and new guard and gatehouses. These new facilities would help to provide adequate and secure facilities that meet current Anti-Terrorism/Force Protection requirements. The proposed project area is located along Washington Ferry Road near the current Bell Street entrance gate and adjacent properties located on base.

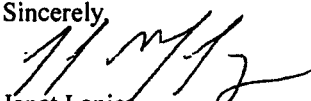
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We request your participation early in the process, and solicit any particular concerns or recommendations you may have in the area of this project including those regarding resources that may be of special interest to you. Please note your February 14, 2003 letter (Reference # 03-0472), which states that no federally listed species currently exist on the base.

In order to facilitate the cumulative impact analysis, we would also appreciate identification of major projects in the vicinity that may contribute to cumulative effects. Please send your environmental comments to the address listed below within 30 days.

Thank you for your assistance in this matter. If there are any questions, please contact me at 334-953-5757.

Sincerely,

  
For: Janet Lanier  
Environmental Manager  
MSD/CEV

JLL:cab  
Enclosures

# **LEC** Maxwell Support Division

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March 17, 2005

Mr. Ken Groves, Director of Planning  
City of Montgomery, Planning Controls/Land Use Control  
P.O. Box 1111  
Montgomery, AL 36101-1111

RE: Construct of new Entry Control Facility (ECF) and Visitors Center  
Maxwell Air Force Base, Alabama

Dear Mr. Groves,

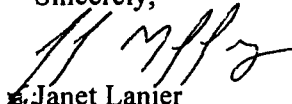
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Thank you for your assistance in this matter. If there are any questions, please contact me at 334-953-5757.

Sincerely,



Janet Lanier  
Environmental Manager  
MSD/CEV

JLL:cab  
Enclosures

# **LEC** Maxwell Support Division

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March 17, 2005

Mr. Buddy Morgan, General Manager  
Montgomery Water Works  
P.O. Box 1631  
Montgomery, AL 36102-1631

RE: Construct of new Entry Control Facility (ECF) and Visitors Center  
Maxwell Air Force Base, Alabama

Dear Mr. Morgan,


The United States Air Force is preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA). We are proposing to construct a new Entry Control Facility (ECF) and Visitors Center at Maxwell Air Force Base (MAFB), which would include new visitors parking, new asphalt driveway access, new sidewalks, and new guard and gatehouses. These new facilities would help to provide adequate and secure facilities that meet current Anti-Terrorism/Force Protection requirements. The proposed project area is located along Washington Ferry Road near the current Bell Street entrance gate and adjacent properties located on base.

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Thank you for your assistance in this matter. If there are any questions, please contact me at 334-953-5757.

Sincerely,

  
For: Janet Lanier

Environmental Manager  
MSD/CEV

JLL:cab  
Enclosures

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400 Cannon Street, Building 1060  
Maxwell AFB, AL 36112  
Tel.: 334-953-5260 • 334-396-4004

# **LEC** Maxwell Support Division

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March 17, 2005

Mr. Kenneth Daugherty, Tribal Secretary  
Absentee-Shawnee Tribe of Oklahoma  
2025 S. Gordon Cooper Drive  
Shawnee, OK 74801

RE: Construction of new Entry Control Facility (ECF) and Visitors Center  
Maxwell Air Force Base, Alabama

Dear Mr. Daugherty,

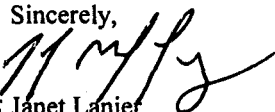
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Thank you for your assistance in this matter. If there are any questions or if you would like further information on this project, please contact me at 334-953-5757.

Sincerely,

  
for Janet Lanier  
Environmental Manager  
MSD/CEV

JLL:cab  
Enclosures

# **LEC** Maxwell Support Division

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March 17, 2005

Ms. Debbie Thomas, Tribal Historic Preservation Officer  
Alabama-Coushatta Tribe of Texas  
571 State Park Road 56  
Livingston, Texas 77351

RE: Construction of new Entry Control Facility (ECF) and Visitors Center  
Maxwell Air Force Base, Alabama

Dear Ms. Thomas,


The United States Air Force is preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA). We are proposing to construct a new Entry Control Facility (ECF) and Visitors Center at Maxwell Air Force Base (MAFB), which would include new visitors parking, new asphalt driveway access, new sidewalks, and new guard and gatehouses. These new facilities would help to provide adequate and secure facilities that meet current Anti-Terrorism/Force Protection requirements. The proposed project area is located along Washington Ferry Road near the current Bell Street entrance gate and adjacent properties located on base.

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Thank you for your assistance in this matter. If there are any questions or if you would like further information on this project, please contact me at 334-953-5757.

Sincerely,

  
for: Janet Lanier  
Environmental Manager  
MSD/CEV

JLL:cab  
Enclosures

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400 Cannon Street, Building 1060  
Maxwell AFB, AL 36112  
Tel.: 334-953-5260 • 334-396-4004



# **LEC** Maxwell Support Division

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March 17, 2005

Ms. Allison Alexander  
Alabama-Quassarte Tribal Town of the Creek Nation of Oklahoma  
117 North Main  
Wetumka, Oklahoma 74883

RE: Construction of new Entry Control Facility (ECF) and Visitors Center  
Maxwell Air Force Base, Alabama

Dear Ms. Alexander,


The United States Air Force is preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA). We are proposing to construct a new Entry Control Facility (ECF) and Visitors Center at Maxwell Air Force Base (MAFB), which would include new visitors parking, new asphalt driveway access, new sidewalks, and new guard and gatehouses. These new facilities would help to provide adequate and secure facilities that meet current Anti-Terrorism/Force Protection requirements. The proposed project area is located along Washington Ferry Road near the current Bell Street entrance gate and adjacent properties located on base.

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Sincerely,

  
For: Janet Lanfer  
Environmental Manager  
MSD/CEV

JLL:cab  
Enclosures

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400 Cannon Street, Building 1060  
Maxwell AFB, AL 36112  
Tel.: 334-953-5260 • 334-396-4004

# LEC

Maxwell Support Division

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March 17, 2005

Mr. David Rabon, Tribal Historic Preservation Officer  
Cherokee Nation of Oklahoma  
P.O. Box 948  
Tahlequah, Oklahoma 74465

RE: Construction of new Entry Control Facility (ECF) and Visitors Center  
Maxwell Air Force Base, Alabama

Dear Mr. Rabon,

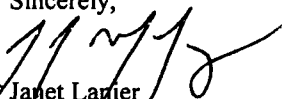
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Thank you for your assistance in this matter. If there are any questions or if you would like further information on this project, please contact me at 334-953-5757.

Sincerely,

  
for Janet Lanier  
Environmental Manager  
MSD/CEV

JLL:cab  
Enclosures

# LEC Maxwell Support Division

March 17, 2005

Mr. Terry D. Cole, Director of Cultural Resources  
Choctaw Nation of Oklahoma  
P.O. Drawer 1210  
Durant, Oklahoma 74702

RE: Construction of new Entry Control Facility (ECF) and Visitors Center  
Maxwell Air Force Base, Alabama

Dear Mr. Cole,

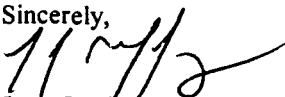
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Sincerely,

  
For: Janet Lanier  
Environmental Manager  
MSD/CEV

JLL:cab  
Enclosures

# **LEC** Maxwell Support Division

---

March 17, 2005

Chairman Lovelin Poncho  
Coushatta Tribe of Louisiana  
P.O. Box 818  
Elton, Louisiana 70532

RE: Construction of new Entry Control Facility (ECF) and Visitors Center  
Maxwell Air Force Base, Alabama

Dear Chairman Poncho,

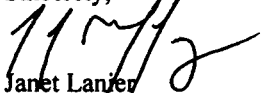
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Sincerely,

  
For: Janet Lanier  
Environmental Manager  
MSD/CEV

JLL:cab  
Enclosures

# **LEC** Maxwell Support Division

March 17, 2005

Mr. James Bird, Tribal Historic Preservation Officer  
Eastern Band of the Cherokee Nation  
P.O. Box 455  
Cherokee, North Carolina 28719

RE: Construction of new Entry Control Facility (ECF) and Visitors Center  
Maxwell Air Force Base, Alabama

Dear Mr. Bird,


The United States Air Force is preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA). We are proposing to construct a new Entry Control Facility (ECF) and Visitors Center at Maxwell Air Force Base (MAFB), which would include new visitors parking, new asphalt driveway access, new sidewalks, and new guard and gatehouses. These new facilities would help to provide adequate and secure facilities that meet current Anti-Terrorism/Force Protection requirements. The proposed project area is located along Washington Ferry Road near the current Bell Street entrance gate and adjacent properties located on base.

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Sincerely,

  
for Janet Lanier  
Environmental Manager  
MSD/CEV

JLL:cab  
Enclosures

# **LEC** Maxwell Support Division

---

March 17, 2005

Mr. Charles D. Enyart, Chief  
Eastern Shawnee Tribe of Oklahoma  
P.O. Box 350  
Seneca, Missouri 64865

RE: Construction of new Entry Control Facility (ECF) and Visitors Center  
Maxwell Air Force Base, Alabama

Dear Chief Enyart,

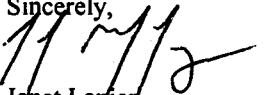
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We request your participation early in the process, and solicit any particular concerns or recommendations you may have in the area of this project including those regarding resources that may be of special interest to you. To facilitate cumulative impact analysis, we would also appreciate identification of major projects in the vicinity that may contribute to cumulative effects. Please send your environmental comments to the address listed below within 30 days.

Thank you for your assistance in this matter. If there are any questions or if you would like further information on this project, please contact me at 334-953-5757.

Sincerely,

  
For: Janet Laxier  
Environmental Manager  
MSD/CEV

JLL:cab  
Enclosures

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400 Cannon Street, Building 1060  
Maxwell AFB, AL 36112  
Tel.: 334-953-5260 • 334-396-4004

# **LEC** Maxwell Support Division

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March 17, 2005

Mr. Lowell Wesley, Mekko  
Kialegee Tribal Town of the Creek Nation of Oklahoma  
P.O. Box 332  
Wetumka, Oklahoma 74883

RE: Construction of new Entry Control Facility (ECF) and Visitors Center  
Maxwell Air Force Base, Alabama

Dear Mekko Wesley,


The United States Air Force is preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA). We are proposing to construct a new Entry Control Facility (ECF) and Visitors Center at Maxwell Air Force Base (MAFB), which would include new visitors parking, new asphalt driveway access, new sidewalks, and new guard and gatehouses. These new facilities would help to provide adequate and secure facilities that meet current Anti-Terrorism/Force Protection requirements. The proposed project area is located along Washington Ferry Road near the current Bell Street entrance gate and adjacent properties located on base.

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Sincerely,

  
for: Janet Lamer  
Environmental Manager  
MSD/CEV

JLL:cab  
Enclosures

# **LEC** Maxwell Support Division

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March 17, 2005

Mr. Kenneth H. Carleton, Tribal Archaeologist  
Mississippi Band of Choctwa Indians  
P.O. Box 6010, Choctaw Branch  
Choctaw, Mississippi 39350

RE: Construction of new Entry Control Facility (ECF) and Visitors Center  
Maxwell Air Force Base, Alabama

Dear Mr. Carleton,

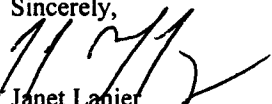
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Sincerely,

  
For: Janet Lanier  
Environmental Manager  
MSD/CEV

JLL:cab  
Enclosures

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400 Cannon Street, Building 1060  
Maxwell AFB, AL 36112  
Tel.: 334-953-5260 • 334-396-4004



# **LEC** Maxwell Support Division

March 17, 2005

Mr. Emman Spain, Historic Preservation Officer  
Seminole Nation of Oklahoma  
P.O. Box 1498  
Wewoka, Oklahoma 74884

RE: Construction of new Entry Control Facility (ECF) and Visitors Center  
Maxwell Air Force Base, Alabama

Dear Mr. Spain,


The United States Air Force is preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA). We are proposing to construct a new Entry Control Facility (ECF) and Visitors Center at Maxwell Air Force Base (MAFB), which would include new visitors parking, new asphalt driveway access, new sidewalks, and new guard and gatehouses. These new facilities would help to provide adequate and secure facilities that meet current Anti-Terrorism/Force Protection requirements. The proposed project area is located along Washington Ferry Road near the current Bell Street entrance gate and adjacent properties located on base.

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Sincerely,

  
Janet Lanier  
Environmental Manager  
MSD/CEV

JLL:cab  
Enclosures

---

400 Cannon Street, Building 1060  
Maxwell AFB, AL 36112  
Tel.: 334-953-5260 • 334-396-4004

# **LEC** Maxwell Support Division

March 17, 2005

Mr. Billy Cypress, Tribal Historic Preservation Officer  
Seminole Tribe of Florida  
6300 Stirling Road  
Hollywood, Florida 33024

RE: Construction of new Entry Control Facility (ECF) and Visitors Center  
Maxwell Air Force Base, Alabama

Dear Mr. Cypress,


The United States Air Force is preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA). We are proposing to construct a new Entry Control Facility (ECF) and Visitors Center at Maxwell Air Force Base (MAFB), which would include new visitors parking, new asphalt driveway access, new sidewalks, and new guard and gatehouses. These new facilities would help to provide adequate and secure facilities that meet current Anti-Terrorism/Force Protection requirements. The proposed project area is located along Washington Ferry Road near the current Bell Street entrance gate and adjacent properties located on base.

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Sincerely,

  
For: Janet Lanier  
Environmental Manager  
MSD/CEV

JLL:cab  
Enclosures

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400 Cannon Street, Building 1060  
Maxwell AFB, AL 36112  
Tel.: 334-953-5260 • 334-396-4004

# **LEC** Maxwell Support Division

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March 17, 2005

Ms. Rena Duncan, Tribal Historic Preservation Officer  
The Chickasaw Nation  
P.O. Box 1548  
Ada, Oklahoma 74821

RE: Construction of new Entry Control Facility (ECF) and Visitors Center  
Maxwell Air Force Base, Alabama

Dear Ms. Duncan,

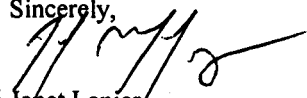
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Sincerely,

  
for: Janet Lanier  
Environmental Manager  
MSD/CEV

JLL:cab  
Enclosures

# **LEC** Maxwell Support Division

---

March 17, 2005

Mr. Charles Coleman, Tribal Historic Preservation Officer  
Thlopthlocco Tribal Town  
P.O. Box 188  
Okemah, Oklahoma 74859

RE: Construction of new Entry Control Facility (ECF) and Visitors Center  
Maxwell Air Force Base, Alabama

Dear Mr. Coleman,


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Thank you for your assistance in this matter. If there are any questions or if you would like further information on this project, please contact me at 334-953-5757.

Sincerely,

  
For: Janet Lanier  
Environmental Manager  
MSD/CEV

JLL:cab  
Enclosures

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400 Cannon Street, Building 1060  
Maxwell AFB, AL 36112  
Tel.: 334-953-5260 • 334-396-4004

# **LEC** Maxwell Support Division

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March 17, 2005

Mr. Earl J. Barby, Sr., Chairman  
Tunica-Biloxi Tribe of Louisiana  
P.O. Box 331  
Marksville, Louisiana 71351

RE: Construction of new Entry Control Facility (ECF) and Visitors Center  
Maxwell Air Force Base, Alabama

Dear Mr. Barby,

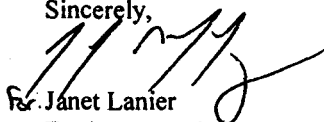
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Sincerely,

  
For Janet Lanier  
Environmental Manager  
MSD/CEV

JLL:cab  
Enclosures

---

400 Cannon Street, Building 1060  
Maxwell AFB, AL 36112  
Tel.: 334-953-5260 • 334-396-4004

# **LEC** Maxwell Support Division

---

March 17, 2005

Mr. Archie Mouse, Tribal Historic Preservation Officer  
United Keetoowah Band of Cherokee Indians of Oklahoma  
P.O. Box 189  
Tahlequah, Oklahoma 74465-0746

RE: Construction of new Entry Control Facility (ECF) and Visitors Center  
Maxwell Air Force Base, Alabama

Dear Mr. Mouse,

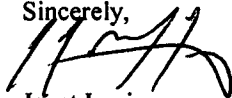
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Sincerely,

  
For: Janet Lanier  
Environmental Manager  
MSD/CEV

JLL:cab  
Enclosures



**STATE OF ALABAMA**  
**ALABAMA HISTORICAL COMMISSION**  
468 SOUTH PERRY STREET  
MONTGOMERY, ALABAMA 36130-0900

LEE H. WARNER  
EXECUTIVE DIRECTOR

TEL: 334-242-3184  
FAX: 334-240-3477

August 5, 2002

Ms. Ruth A. VanDiver  
42 CES/CEV  
400 Cannon St.  
Maxwell AFB, AL 36112-6523

Re: AHC 02-1232  
Building 79 Demolition  
Maxwell AFB  
Montgomery County, AL

Dear Ms. ~~VanDiver~~ *Ruth*

Upon review of the proposed project, the Alabama Historical Commission has determined that the project activities will have no effect on any known cultural resources listed on or eligible for the National Register of Historic Places. Therefore, our office can concur with the proposed activities.

However, should any archaeological cultural resources be encountered during project activities, work shall cease and our office shall be consulted immediately. This stipulation shall be placed on the construction plans to insure contractors are aware of it.

We appreciate your efforts on this issue. If we may be of further service or if you have any questions or comments, please contact Stacye Hathorn of our office and be sure to include the project number referenced above.

Sincerely,

A handwritten signature in dark ink, appearing to read "Elizabeth Ann Brown".

Elizabeth Ann Brown  
Deputy State Historic Preservation Officer



## ALABAMA DEPARTMENT OF ENVIRONMENTAL MANAGEMENT

POST OFFICE BOX 301463 36130-1463 ♦ 1400 COLISEUM BLVD. 36110-2059

MONTGOMERY, ALABAMA

WWW.ADEM.STATE.AL.US

(334) 271-7700

**JAMES W. WARR**  
DIRECTOR

**BOB RILEY**  
GOVERNOR

April 21, 2003

Ms. Janet Lanier  
MSD/CEV Manager  
400 Cannon Street, Building 1060  
Maxwell AFB, AL 36112

Facsimiles: (334)

Administration: 271-7950  
General Counsel: 394-4332  
Air: 279-3044  
Land: 279-3050  
Water: 279-3051  
Groundwater: 270-5631  
Field Operations: 272-8131  
Laboratory: 277-6718  
Mining: 394-4326  
Education/Outreach: 394-4383

RE: Status of Maxwell Air Force Base and Gunter Annex

Dear Ms. Lanier:

The Department has reviewed the potential emissions inventory submitted for Maxwell Air Force Base and Gunter Annex. Based on the information received, the Department has determined that Maxwell Air Force Base and Gunter Annex are true minor sources. Therefore, submission of an annual emissions inventory to the Department will not be required at this time.

In the event that the facilities wish to install additional emission sources or replace existing emission sources, please be advised that the appropriate Air Permit applications must be submitted to the Department prior to beginning construction.

If you have questions concerning this matter, please contact Jennifer McDevitt at (334) 207-5650 in Montgomery.

Sincerely,

*Timothy S. Owen*  
Timothy S. Owen, Chief  
Energy Branch  
Air Division







# United States Department of the Interior

FISH AND WILDLIFE SERVICE  
P. O. Drawer 1190  
Daphne, Alabama 36526

IN REPLY REFER TO:  
03-0472

February 14, 2003



Ms. Janet Lanier  
Lanier Environmental Consultants Inc.  
400 Cannon Street, Building 1060  
Maxwell AFB, AL 36112

Dear Ms. Lanier:

We are responding to your letter, dated January 29, 2003, requesting comments on the Natural Community and Rare Plant and Animal Survey performed by you for Maxwell AFB, Alabama. We have reviewed the information you enclosed and are providing the following comments in accordance with the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. et seq.) and the Endangered Species Act of 1973 (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.).

We applaud the effort by the Air Force to keep the inventory of natural resources on Maxwell-Gunter AFB updated to reflect changes in the landscape. Although federally listed species do not currently exist on the base, the potential for migratory birds to use the different habitats on base for forage, loafing or nesting is apparent and should be considered during NEPA actions. Direct harm to nesting sites or migratory birds is a violation of the Migratory Bird Treaty Act and should be avoided.

Your recommendations for removal or control of non-native plants is in line with the Service's policy on the eradication and control of invasive plants. After the invasive plants become established without the natural controls found in their natural landscape, they are almost impossible to eradicate but may be controlled with constant attention as you have outlined in this document. The Natural Resources Conservation Service (NRCS) is a great source for the latest control techniques and should be consulted regarding invasive plant species.

We appreciate the opportunity to review and comment on this latest survey and look forward to working with the Air Force on future projects. Early coordination is the key for avoiding unnecessary impacts to the nations trust resources and project delays that could impact the nations defense. If you have any questions or need additional information, please contact Mr. Bruce Porter at (251) 441-5864 or visit our website <http://daphne.fws.gov>. Please refer to the reference number located at the top of this letter.

Sincerely,

Larry E. Goldman  
Field Supervisor



BOB RILEY  
GOVERNOR

M. BARNETT LAWLEY  
COMMISSIONER

RICHARD C. LILES  
OPERATIONS DIRECTOR

STATE OF ALABAMA  
DEPARTMENT OF CONSERVATION AND NATURAL RESOURCES  
64 NORTH UNION STREET  
MONTGOMERY, AL 36130

JAMES H. GRIGGS, DIRECTOR  
GREGORY M. LEIN, ASSISTANT DIRECTOR  
STATE LANDS DIVISION

TELEPHONE (334) 242-3484  
FAX NO. (334) 242-0999

February 26, 2004

Ms. Janet Lanier  
LEC Maxwell Support Division  
400 Cannon Street, Building 1060  
Maxwell AFB, AL 36112

RE: Sensitive Species Information request  
Construct New Bowling Center Maxwell AFB/Gunter Annex

Dear Ms. Janet Lanier:

The Natural Heritage Section office received your letter dated February 2, 2004 addressed to Sir and Madam on February 25, 2004 and has since developed the following information pertaining to state protected, federally listed threatened and endangered species, and species that we believe to be sensitive to environmental perturbations. I have enclosed a list of sensitive species which the Natural Heritage Section Database or the U.S. Fish and Wildlife Service have indicated occur or have occurred in Montgomery County. Additionally, I have listed some potentially helpful and informative web sites at the end of this letter.

The Natural Heritage Section database contains numerous records of sensitive species in Montgomery County. Our database indicates the area of interest has had no biological survey performed at the delineated location, by our staff or any individuals referenced in our database. Therefore we can make no accurate assessment to the past or current inhabitancy of any federal or state protected species at that location. A biological survey conducted by trained professionals is the most accurate way to ensure that no sensitive species are jeopardized by the development activities. The closest sensitive species is recorded in our database as occurring approximately 3.6 miles from the subject site. This species occurs in small to medium rivers with expanses of clean sand and gravel. Usually in water more than 60 cm deep with strong current. It is apparently vulnerable to siltation and other forms of pollution as well as water flow modifications (dams, etc.). Localized populations are vulnerable to extirpation from single destructive events such as spills of toxins. Relatively tolerant of nondestructive intrusion, though heavy recreational use of habitat potentially could be excessively disruptive.\*

I hope this information will be useful to you. The provided information is to help you in fulfilling your necessary legal obligations. The information does not suggest that protected species are not at this location. The specific location of a sensitive species is considered



Ms. Janet Lanier  
2/26/2004  
Page 2

confidential information by a State Lands Division Regulation and can be released only to individuals who enter into a confidentiality and indemnity contract with the State Lands Division.

The Natural Heritage Section provides this information as a service to the people of Alabama. The NHS acts as a clearing house for species distribution data. We happily accept any information environmental researchers are willing to donate. Sensitive species exact locations are kept confidential. If you would be willing to donate any information to this database, we will be better able to assist all individuals interested in environmental compliance.

Sincerely,



Jo Lewis  
Database Manager

Enclosures

\*Paraphrased Information from NatureServe. 2003. NatureServe Explorer: An online encyclopedia of life [web application]. Version 1.8. NatureServe, Arlington, Virginia. Available <http://www.natureserve.org/explorer>. (Accessed: February 19, 2004 ).

Potentially helpful web sites

Information about federally listed species

<http://www.pfmt.org/wildlife/endangered/>

<http://www.al.nrcs.usda.gov/FOTG/alTE.html>

[http://ecos.fws.gov/webpage/webpage\\_usa\\_lists.html?#AL](http://ecos.fws.gov/webpage/webpage_usa_lists.html?#AL)

<http://southeast.fws.gov/daphne/specieslst.htm>

<http://www.natureserve.org/explorer/>

Non-game species regulation starts on page 75

[http://www.dcnr.state.al.us/agfd/2002-2003\\_regbook.doc](http://www.dcnr.state.al.us/agfd/2002-2003_regbook.doc)

## ALABAMA'S FEDERALLY LISTED AND STATE PROTECTED SPECIES (BY COUNTY)

This list is a combination of the June 2002 U.S.F.W. Service (Daphne field Office) federally listed species by county list and the Alabama State Lands Division's Natural Heritage Section Database of species distributions data. This list is continually being updated, and, therefore, it may be incomplete or inaccurate and is provided strictly for informational purposes. It does not constitute any form of Section 7 consultation. We recommend that the U.S.F.W. Service Field Office in Daphne be contacted for Section 7 consultations. Site specific information can be provided by the Alabama State Lands Division's Natural Heritage Section and/or the U.S.F.W. Service (Daphne field Office) prior to project activities. To be certain of occurrence, surveys should be conducted by qualified biologists to determine if a sensitive species occurs within a project area. Species not listed for a given county does not imply that they do not occur there, only that their occurrence there is as yet unrecorded by these two agencies.

Key to codes on list: (P) - Historical Record and/ or Possible Occurrence in the County  
 Federal E - Endangered C - Candidate Species  
 Federal T - Threatened Experimental - Nonessential Experimental Populations occur in

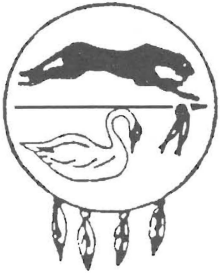
### Montgomery

Protection Status	Common name	Scientific Name	State Regulation Applicable
Endangered	Wood Stork	<i>Mycteria americana</i>	220-2-.92 (1) (d)
Threatened	Eastern Indigo Snake	<i>Drymarchon corais couperi</i>	220-2-.92 (1) (c)
State Protected	Osprey	<i>Pandion haliaetus</i>	220-2-.92 (1) (d)
State Protected	Crystal Darter	<i>Crystallaria asprella</i>	220-2-.92 (1) (a)
State Protected	Alabama Map Turtle	<i>Graptemys pulchra</i>	220-2-.92 (1) (c)

## ALABAMA'S FEDERALLY LISTED AND STATE PROTECTED SPECIES (BY COUNTY)

### Notes:

- Bald eagle *Haliaeetus leucocephalus*, red-cockaded woodpecker *Picoides borealis* and the American peregrine falcon (*Falco peregrinus anatum*) may occur in any county, if habitat exists.
- Wood stork / July - October
- Bald eagle / Wintering birds possible in areas with reservoirs.
- Sea turtles / Only loggerhead is potential nester, the rest are in coastal waters.
- Black bear *Ursus americanus* sp. - known to exist in Mobile County, but not listed.
- Gulf moccasin shell *Mediondus penicillatus*, oval pigtoe *Pleurobema pyriforme*, Chipola slabshell *Elliptio chipolaensis*, and purple bankclimber *Elliptioideus sloatianus*, are freshwater mussels of the family Unionidae found only in eastern Gulf Slope streams draining the Apalachicola Region, defined as streams from the Escambia to the Suwannee river systems, and occurring in southeast Alabama, southwest Georgia, and north Florida. All are listed as "Endangered".
- Fanshell *Cyprogenia stegaria*, Oyster mussel *Epioblasma capsaeformis*, Catspaw (purple cat's paw pearlymussel) *Epioblasma obliquata obliquata*, are historically known to be found in the Tennessee River system and drainage.
- Gentian pinkroot *Spigelia gentianoides*, has been historically found along the Alabama-Florida border.
- West Indian Manatee *Trichechus manatus*, have been known to move north along the gulf coast west to Louisiana.
- Experimental \* Species is protected throughout its range including Colbert and Lauderdale counties except for the nonessential experimental population. Endangered and Threatened Wildlife and Plants; Establishment of Nonessential Experimental Population Status for 16 Freshwater Mussels and 1 Freshwater Snail in the Free-Flowing Reach of the Tennessee River below the Wilson Dam, Colbert and Lauderdale Counties, Alabama. [Federal Register; June 14, 2001 (Volume 66, Number 115)] RIN 1018-AE92
- \*\* (S/A) Similarity of Appearance to a threatened Taxon.



received  
MSD/CEV 4/6/05

## EASTERN SHAWNEE TRIBE OF OKLAHOMA

P.O. Box 350 · Seneca, MO 64865 · (918) 666-2435 · FAX (918) 666-2186

March 29, 2005

LEC Maxwell Support Division  
Attention: Janet Lanier  
400 Cannon Street, Building 1060  
Maxwell AFB, AL 36112

RE: Construction of New Entry Control Facility  
(ECF) and Visitors Center Maxwell Air Force  
Base, AL

To Whom It May Concern:

Thank you for notice of the referenced project(s). The Eastern Shawnee Tribe of Oklahoma is currently unaware of any documentation directly linking Indian Religious Sites to the proposed construction. In the event any items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) are discovered during construction, the Eastern Shawnee Tribe request notification and further consultation.

The Eastern Shawnee Tribe has no objection to the proposed construction. However, if any human skeletal remains and/or any objects falling under NAGPRA are uncovered during construction, the construction should stop immediately, and the appropriate persons, including state and tribal NAGPRA representatives contacted.

Sincerely,

Jo Ann Beckham  
Administrative Assistant

received  
MSD/CEV 4/17/05

— SF on BY  
— 108



**LEC** Maxwell Support Division

CS-0614

March 17, 2005

Mr. Larry Goldman, Field Supervisor  
U.S. Fish and Wildlife Service  
P.O. Drawer 1190  
Daphne, AL 36526

RE: Construct of new Entry Control Facility (ECF) and Visitors Center  
Maxwell Air Force Base, Alabama

Dear Mr. Goldman,

The United States Air Force is preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA). We are proposing to construct a new Entry Control Facility (ECF) and Visitors Center at Maxwell Air Force Base (MAFB), which would include new visitors parking, new asphalt driveway access, new sidewalks, and new guard and gatehouses. These new facilities would help to provide adequate and secure facilities that meet current Anti-Terrorism/Force Protection requirements. The proposed project area is located along Washington Ferry Road near the current Bell Street entrance gate and adjacent properties located on base.

The Proposed Action would require the demolition of five existing buildings. These structures include Buildings 514, 515, 519, 77, and 79. In addition, Building 518, which currently serves as a residential structure, will be renovated to accommodate the new Visitors Center facilities (see enclosures). As required by NEPA, the Air Force will also consider taking no action. Under the No Action Alternative, MAFB would continue to utilize the existing facilities. This would continue to leave an inadequate gate configuration that does not meet current Air Force Anti-Terrorism / Force Protection (ATFP) requirements.

We request your participation early in the process, and solicit any particular concerns or recommendations you may have in the area of this project including those regarding resources that may be of special interest to you. Please note your February 14, 2003 letter (Reference # 03-0472), which states that no federally listed species currently exist on the base.

In order to facilitate the cumulative impact analysis, we would also appreciate identification of major projects in the vicinity that may contribute to cumulative effects. Please send your environmental comments to the address listed below within 30 days.

Thank you for your assistance in this matter. If there are any questions, please contact me at 334-953-5757.

Sincerely,

Janet Lanier  
Environmental Manager  
MSD/CEV

JLL:cab  
Enclosures

☒ No listed, proposed or candidate species present

U.S. Fish & Wildlife Service Field Supervisor

Acting  
for

4/4/05  
Date





# City of Montgomery, Alabama

Planning & Development  
Ken Groves, Director

Bobby N. Bright  
Mayor

Montgomery City Council Members

Charles W. Jinright—President	Cornelius Calhoun	Glen O. Pruitt, Jr.
James A. Nuckles—Pro tem	Tim Head	Martha Roby
Willie Cook	Janet Thomas May	Jim Spear

April 7, 2005

Janet Lanier  
LEC Maxwell Support Division  
Building 1060  
Maxwell AFB, AL 36112

Re: Construction of new Entry Control Facility and Visitors Center  
Maxwell Air Force Base, Alabama

Dear Ms. Lanier:

In response to your inquiry of March 17, 2005, please be advised that the City of Montgomery supports the project. An obvious benefit that will result from the project is the reduction of congestion on Bell Street, particularly when the alert level is high. Reductions in vehicle emissions caused by excessive idling is anticipated a consequential benefit. As described the project presents no concerns regarding resources of special interest to the City.

There are two projects in the area that you may wish to consider in your assessment. One is the widening of Bell Street from the CSX railroad bridge (I-65) to Washington Ferry Road. The widening project is currently in the preliminary engineering phase. Plans are to provide a landscaped median and two lanes dedicated to the base entry control facility. Additional right of way will be needed along the north side of Bell Street. The other project is the transfer of approximately 35 acres of the Riverside Heights public housing project to Maxwell AFB for use in its housing privatization process. The base plans to demolish the existing buildings and use the land for development of new base housing.

I trust that this response meets your needs. Please advise me if you need any additional description of the two projects mentioned above.

Sincerely,

Kenneth J. Groves, AICP  
Director of Planning and Development

Cc: Mayor Bobby Bright



received  
MSD/CEV 4/21/05



## ALABAMA DEPARTMENT OF TRANSPORTATION

SIXTH DIVISION  
OFFICE OF DIVISION ENGINEER  
POST OFFICE BOX 8008  
1525 Coliseum Boulevard  
MONTGOMERY, ALABAMA 36110  
TELEPHONE: (334) 269-2311  
FAX: (334) 263-2599



Bob Riley  
Governor

Joe McInnes  
Transportation Director

April 20, 2005

Ms. Janet Lanier  
LEC Maxwell Support Division  
400 Cannon Street Building 1060  
Maxwell AFB, Alabama 36112

RE: Construction of New Entry Control Facility (ECF)  
And Visitor's Center  
Maxwell Air Force Base, Alabama

Ms. Lanier:

The Alabama Department of Transportation has no environmental concern for the construction of the Entry Control Facility (ECF).

We are however, continuing to develop plans for the Bell Street widening which will require an environmental document by the department. The department is developing plans to widen I-65 from North Boulevard to south of South Boulevard. We are preparing an interchange justification study and concept design work for the Bell Street, Clay Street, and Herron Street area.

Please contact this office if we could be of further assistance.

Sincerely,

A handwritten signature in black ink, appearing to read "R. Estes", followed by a long horizontal line.

Randall A. Estes, P. E.  
Division Engineer

RAE/bg

c: Mr. D. W. Vaughn  
Mr. G. M. Harper  
Mr. Rex Bush  
Mr. Bill Ashurst  
File



June 14, 2005

Ms. Janet Lanier  
LEC  
400 Cannon St., Building 1060  
Maxwell AFB, AL 36112

Re: AHC 05-0625  
Construct Entry Control Facility & Visitors Center  
Montgomery County, AL

Dear Mr. Lanier:

Based upon the additional information forwarded by your office, the Alabama Historical Commission has determined that the proposed activities will not have an effect on any known cultural resources listed on or eligible for the National Register of Historic Places, provided that all activities occur within the previously surveyed areas. Therefore, our office concurs with the proposed activities.

However, should any archaeological cultural resources be encountered during project activities, work shall cease and our office shall be consulted immediately.

We appreciate your efforts on this issue. If we may be of further service or if you have any questions or comments, please contact Amanda McBride of our office and be sure to **include the project number referenced above.**

Sincerely,

for: Elizabeth Ann Brown  
Deputy State Historic Preservation Officer

468 South Perry Street  
Montgomery, Alabama  
36130-0900

tel 334 242•3184  
fax 334 240•3477



## Appendix C

### Public Involvement



## **Appendix C**

### **Public Involvement**

As required by NEPA, the Air Force provides opportunities for public involvement in the NEPA process. A public notice, announcing the availability of the Draft EA and proposed FONSI to Construct a New Entry Control Facility and Visitors Center at Maxwell AFB was published in the Friday edition of the Montgomery Advertiser on 20 May 2005. The notice invited public review and comment on the Draft EA/FONSI and indicated that copies of the document were available at two local libraries: Montgomery Public Library, 245 High Street; and Air University Library, Maxwell AFB. A privacy advisory was included with the public notice and indicated that comments received on the Draft EA/FONSI and the commentor's name could be published in the Final EA/FONSI, but personal home addresses and phone numbers would not be published. Please see the following page for a copy of the Public Notice.

The public comment period ended on 19 June 2005. No comments were received during the public comment period.

PROPOSED FINDING OF NO SIGNIFICANT IMPACT (FONSI)  
TO CONSTRUCT A NEW ENTRY CONTROL FACILITY AND VISITORS CENTER AT  
MAXWELL AFB, MONTGOMERY, ALABAMA

In accordance with the National Environmental Policy Act, Maxwell AFB is making available for the public the Draft Final Environmental Assessment (EA) and the proposed Finding of No Significant Impact (FONSI).

The Air Force proposes to construct a new Entry Control Facility and Visitors Center adjacent to the Bell Street gate at Maxwell AFB, Montgomery County, Alabama. Three buildings will be demolished to make available space for visitor parking, asphalt driveway access, new sidewalks, and new guardhouse facilities. In addition, one building will be renovated to provide a new visitor facility and the present guardhouse will be relocated and used as an overwatch building. The proposed area is along Washington Ferry Road.

The environmental aspects of the proposed plan and alternatives were considered in the Draft Final EA. Maxwell AFB has assessed the potential environmental impacts of the proposed action as described in the Draft Final EA and has determined that it will not significantly impact the quality of the environment. The proposed FONSI documents this assessment. A copy of the proposed FONSI and the Draft Final EA are available for public view at the Montgomery Public Library, 245 High Street, and the Air University Library, Maxwell AFB.

Any comments regarding the proposed FONSI should be submitted in writing within 30 days of the publication of this notice to: AU/PA, 55 LeMay Plaza South, Maxwell AFB, AL 36112-6335. For further information, contact Brenda King (334) 953-1517.

PRIVACY ADVISORY

<p>Your comments on this Draft Final EA are requested. Any submitted letters or other written comments may be published in the Final EA. As required by law, comments will be addressed in the Final EA and made available to the public. Any personal information provided will be used only to identify your desire to make a statement during the public comment period or to fulfill requests for copies of the Final EA or associated documents. Private addresses will be compiled to develop a mailing list of those requesting copies of the Final EA. However, only the names of the individuals making comments and specific comments will be disclosed. Personal home addresses and phone numbers will not be published in the Final EA.</p>
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# Torch: Minister avoided 'campaigning'

From Page 1D

Waldo Jr., the son of Mark and Anne Waldo.

"It is an immense pleasure, privilege and joy to be here and to have followed my father's footsteps," said Mark Waldo Jr. during his first sermon at St. Michael's.

He is no stranger to the region. Raised in Alabama, he attended several Montgomery schools including Bellingrath Junior High. And he recalls many youthful afternoons at Robinson Springs in Millbrook, visiting and playing with childhood friends.

"Montgomery, Robinson

Springs, Millbrook, coming home, it's more powerful than I ever thought it would be," he admitted.

And he says with God's grace, he hopes to lead the effort to help St. Michael's grow because "God has given us a task to reach out to new neighborhoods."

"We all know Millbrook is

growing," he said. "St. Michael's has a responsibility to make sure there is room enough for other people to become part of this community of faith."

With that goal in mind, he hopes within three years to have blueprints to expand the existing church building.

About halfway through the

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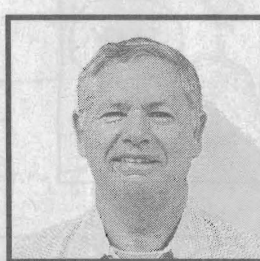
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**PROPOSED FINDING OF NO SIGNIFICANT IMPACT (FONSI) TO CONSTRUCT A NEW ENTRY CONTROL FACILITY AND VISITORS CENTER AT MAXWELL AFB, MONTGOMERY, ALABAMA**

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**PRIVACY ADVISORY**

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